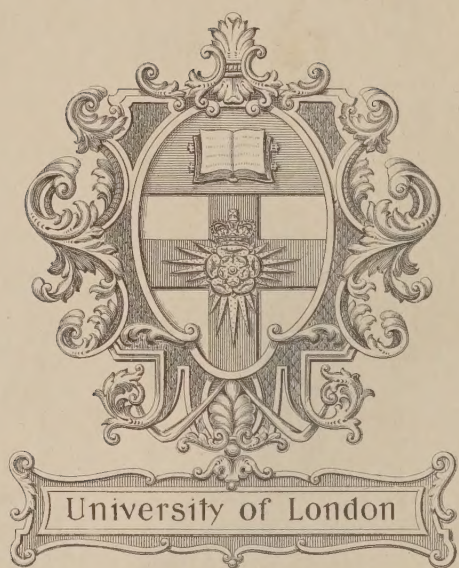


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605304

ACCOUNTS AND PAPERS:

TWENTY-SIX VOLUMES.

— (14.) —

HOUSE; ELECTIONS;
POST OFFICE; SHIPPING.

Session

31 January — 29 July 1856.

VOL. LI.

1856.

ACCOUNTS AND PAPERS:

1856.

TWENTY-SIX VOLUMES:—CONTENTS OF THE FOURTEENTH VOLUME.

N. B.—*THE* Figures at the beginning of the line, correspond with the N° at the foot of each Paper; and the Figures at the end of the line, refer to the MS. Paging of the Volumes arranged for *The House of Commons*.

HOUSE:

House of Commons' Offices :

- ✓ 132. Copy of a Treasury Minute regulating the Appointment of the Clerk Assistant and Second Clerk Assistant of the House of Commons - - - - p. 1

Acts of Parliament :

- ✓ 7. Return of the Total Number of Acts passed in each Session since the Year 1800 ; distinguishing the Number of Public, Private, and Local and Personal Acts, and the Number relating to *Great Britain, England, Scotland, and Ireland*, and those relating to the United Kingdom - - - - 3

Business of the House :

- ✓ 447. Return of the Number of Motions which have been made in the House before the Orders of the Day and Notices have been disposed of, or in any Committee of the whole House, in Session 1856 ; with a Tabular Summary of Motions for the last Eight Sessions - - - - - 5

Select Committees :

- ✓ 450. Return of the Number of Select Committees appointed in the Session of 1856 ; the Subjects of Inquiry ; the Names of the Members appointed to serve on each Committee, and of the Chairman of each ; the Number of Days on which each Committee met, and the Number of Days on which each Member attended such Committee ; the Total Expense of the Attendance of Witnesses, and the Name of the Member who moved for each such Committee ; also, the Total Number of Members who served on Select Committees, and the Number of Members who served on no Select Committee at all (in continuation of Parliamentary Paper, No. 489, of Session 1854-5) - - - - 9

Divisions of the House :

- ✓ 449. Return of the Number of Divisions of the House in the present Session ; stating the Subject of the Division, and the Number of Members in the Majority and Minority, Tellers included ; also, the Aggregate Number in the House on each Division ; distinguishing the Divisions on Public Business from Private, and also the Number of Divisions before and after Midnight (in continuation of Parliamentary Paper, No. 492, of Session 1854-5) - - - - 21

Private Bills :

- ✓ 453. Returns of the Number of Private Bills introduced and brought from the House of Lords, and of Acts passed in 1856 ; of Private Bills treated as Opposed by the Committee of Selection ; and of Unopposed Private Bills referred to the Committee of Ways and Means - - - - - 35

Private Bills—*continued*.

- ✓ 454. Return, showing the Total Amounts proposed to be raised by way of Capital or Loan, under the Provisions of the Private Bills introduced into the House of Commons in the Years 1852, 1853, 1854, 1855, and 1856, respectively; and, of the Amounts proposed to be so raised by such of the said Bills as have become Acts in each of the said Years respectively (in continuation of Parliamentary Paper, No. 484, of Session 1854-5) - - - - - p. 47

Fees on Private Bills, &c.:

- ✓ 266. Returns, showing the Amount of Fees charged at the House of Commons upon every Private Bill presented to the House from Session 1848 to 1855, both inclusive, specifying the Title of the Bill, and the Total Amount of Fees charged thereon; also, the Total Amount of Fees received in each of the said Sessions from Bills, Oppositions, or otherwise, and the application of such Fees; and, of the Amount expended for such Salaries and Expenses at the House of Commons, during each of the Years from the 1st day of April 1848 to the 1st day of April 1856, as were formerly defrayed out of the Fee Fund - - - - - 49

Petitions for Private Bills:

- ✓ 386. Return of all Petitions for Private Bills deposited in the Private Bill Office, for the present Session; with the Name and Address of the Agents respectively, who have deposited the same (in continuation of Parliamentary Paper, No. 491, of Session 1854-5) - - - - - 113

Public Bills:

- ✓ 452. Alphabetical List of the Public Bills which have been introduced into the House during the present Session; stating by whom introduced, or which have been brought from the House of Lords; the Dates of their several Stages in this House, and distinguishing those which have since become Law (in continuation of Parliamentary Paper, No. 487, of Session 1854-5) - - - - - 119
- ✓ 455. Return of the Number of Public Bills, and their Titles, the Orders for which, in any of their Stages, have been discharged during the present Session, and the Date of the Discharge of such Orders - - - - - 129

Public Petitions:

- ✓ 451. Returns of the Number of Public Petitions presented in each of the Five Years ending 1788-9, 1804-5, and 1814-15, showing the Average of each period of Five Years; also, of the Number of Petitions presented and printed in each of the Five Years ending 1832, and the Average of that Period:—Of the Number of Public Petitions presented and printed in each of the Five Years ending 1838, 1843, 1848, and 1856, with the Total Number of Signatures in each Year; showing the Average Number of Petitions presented and printed, and Signatures, for each period of Five Years:—Abstracts of the Sums paid for Printing, Folding, &c. of Public Petitions in each of the Five Years ending in 1832, and showing the Total and Average Expense; and, of the Sums paid for Printing, Folding, &c. Reports and Appendixes, and Indexes to Reports and Appendixes on Public Petitions, in each Year, from 1833 to 1856, inclusive, showing the Total and Average Expense of each period of Five Years (in continuation of Parliamentary Paper, No. 486, of Session 1854-5) - - - - - 131

Sittings of the House:

- ✓ 448. Return of the Number of Days on which the House Sat in the present Session, stating, for each Day, the Date of the Month, and the Day of the Week, the Hour of Meeting, and the Hour of Adjournment; and the Total Number of Hours occupied in the Sittings of the House, and the Average Time; and showing the Number of Hours on which the House Sat each Day, and the Number of Hours after Midnight; and the Number of Entries in each Day's Votes and Proceedings (in continuation of Parliamentary Paper, No. 488, of Session 1854-5) - - - - - 139

Standing Orders:

378. Standing Orders of the House of Commons, 1856 - - - - - 145

Clerks of the Parliaments:

- ✓ 96. Copies of the last Patents, or Enrolments of Patents, under which the Clerks of the Parliaments attending the Houses of Lords and Commons were appointed; and, of the earliest extant Patent, or Enrolment of a Patent, appointing a Clerk of the Parliaments - - - - - 255

ELECTIONS:

General Committee of Elections:

5. Mr. Speaker's Warrant for the Appointment of Members to serve on the General Committee of Elections for 1856 - - - - - p. 263

Election Auditors:

- ✓ 159. Return of the Names and Descriptions of Election Auditors, &c., and of Election Expenses, made up to the present time (in continuation of Parliamentary Paper, No. 171, of Session 1855) - - - - - 265

POST OFFICE

Stamped Postage Envelopes, &c.:

- ✓ 392. Returns relative to Stamped Postage Envelopes, Postage Labels, Post Office Revenue, and Draft and Receipt Stamps - - - - - 299

Australian Postal Service:

- ✓ 359. Copy of all Tenders, and of all Correspondence relating thereto, for the *Australian* Postal Service, as now proposed to be performed - - - - - 309

Postal Communication with the Australian Colonies:

- ✓ 10. Copy of Treasury Minute, dated the 27th day of November 1855, upon the Subject of Postal Communication between *England* and the *Australian* Colonies - 327

Post Offices (Dublin and Edinburgh):

- ✓ 53. Copies of Correspondence between the Postmaster-General and the Treasury, relating to an Inquiry into the Administration of the *Dublin* and *Edinburgh* Post Offices - - - - - 337

Postal, &c., Communication with Ireland:

- ✓ 27. Copy of the Treasury Minute, made with a view to improve the Postal and Passenger Communication between *England* and *Ireland*, under the Act of last Session - - - - - 343

Waterford Post Office:

- ✓ 280. Return of the Number of Letters Delivered from the *Waterford* Post Office, according to the Weekly Account in each Month, in the Years 1854 and 1855 - - - - - 347

SHIPPING:

Registered Vessels:

- ✓ 122. Returns of the Number of Sailing Vessels and Steam Vessels Registered at each Port; Shipping Entered and Cleared; Ships Built, Registered, &c.—(In continuation of Parliamentary Paper, No. 197, of Session 1855) - - - 349

Foreign Shipping:

- ✓ 225. Account of the Sums paid under Act 59 Geo. 3, c. 54, and subsequent Orders of the Lords Commissioners of the Treasury, in the Year 1855, for the Difference of Rates and Charges due to Corporations, Companies, or Individuals, for Foreign Vessels, which, under Treaties of Reciprocity or otherwise, are admitted into the Ports of the United Kingdom at the same Rates of Charge as *British* Vessels, &c. - - - - - 369

“Josephine Willis” and the “Mangerton”:

- ✓ 76. Copies of the Reports of Mr. *Yardley*, the Stipendiary Magistrate, and of Captain *Robertson*, the Assessor, on the late Collision between the “*Josephine Willis*” and the “*Mangerton*” Steamer, presented to the Board of Trade - - 371

Light Duties:

- ✓ 292. Return showing the Total Amount received for Light Duties in the United Kingdom in the Year 1855, distinguishing those from Over-Sea Ships from those engaged in the Coasting Trade - - - - - 377

Mercantile Marine Fund :

- ✓ 196. Account of the Mercantile Marine Fund under the Act 17 & 18 Vict. c. 104, s. 429, showing the Income and Expenditure for the Year 1855 - - - p. 379

Merchant Seamen's Fund :

- ✓ 167. Account of the Receipt and Expenditure under the Seamen's Fund Winding-up Act, from 1 January to 31 December 1855, with an Account of the Sums received and paid for the Wages and Effects of deceased Seamen in the Year 1855, 387

Sound Dues :

- ✓ 263. Return of the Number of Vessels, specifying the different Nations, and the Aggregate Tonnage of each Flag or Nation which passed the Sound at *Elsinore*, for the Years 1845 to 1854, inclusive - - - - - 393

Wrecks and Casualties :

- ✓ [2024.] Report to the Board of Trade, containing an Abstract of the Returns of Wrecks and Casualties on or near the Coasts of the United Kingdom, from 1 January to 31 December 1855; with a Statement of the Number of Lives Lost and Saved, and of the Amounts granted out of the Mercantile Marine Fund as Rewards for the Salvage of Life, and for Contributions towards the Maintenance of Life Boats, during the same Period - - - - - 395
- ✓ [2024-I.] Wreck Chart of the *British* Isles for 1855, compiled from the Board of Trade Register; showing also the present Life Boat Stations - - - - - 399

Harbours of Refuge :

- ✓ 107. Detailed Statement relative to Harbours of Refuge, showing the Total Estimated Cost of the Works proposed; the Sums already Voted by Parliament for each Harbour; the Amount required to be Voted in the present Year, ending 31 March 1857; and the Sums that will remain necessary for the Completion of the Works :—And, Copies of Reports of the Engineers in Charge of the Works, for the Four Quarters of the Year ending 31 March 1856.—(In continuation of Parliamentary Paper, No. 169, of Session 1855) - - - - - 405

Ramsgate Harbour :

- ✓ 28. Copy of the Report and Estimate of General *Williams*, Royal Engineers, regarding the Harbour of *Ramsgate*, presented to the Board of Trade on 9 January 1854 - - - - - 431
- ✓ 203. Copy of the last Report of Sir *William Cubitt*, on *Ramsgate* Harbour, recently submitted to the Board of Trade - - - - - 439

Wexford Harbour :

- ✓ 300. Copy (with Plans annexed) of the Report of Captain *Vetch* to Admiral *Beaufort*, on the Improvement of the Harbour of *Wexford*, dated 13 January 1855 - 449

HOUSE OF COMMONS' OFFICES.

RETURN to an Order of the Honourable The House of Commons,
dated 1 April 1856;—*for*,

COPY “ of a TREASURY MINUTE, regulating the Appointment of the Clerk Assistant and Second Clerk Assistant of the House of Commons.”

TREASURY MINUTE, dated 14th March 1856.

MR. WILSON states to the Board, that when Sir Denis Le Marchant was appointed Clerk at the Table of the House of Commons, it was distinctly arranged between him and Lord John Russell, at that time First Lord of the Treasury, that the power of appointing the other Clerks at the Table, which, by the 52 Geo. 3, c. 11, was (with all the other patronage) vested in the Clerk of the House of Commons, should not be exercised by him; but that, in future, the appointments of the Clerk Assistant and Second Clerk Assistant should be considered as vested in the Crown, to be made by the First Lord of the Treasury, on the recommendation of the Speaker of the House of Commons for the time being.

In pursuance of this arrangement, when Mr. William Ley was compelled, by the state of his health, to retire from the situation of Clerk Assistant, the First Lord of the Treasury, acting on behalf of the Crown and on the recommendation of the Speaker, appointed Mr. Thomas Erskine May to succeed Mr. Ley.

As the provisions of the Act 52 Geo. 3, continued at that time unrepealed, it became necessary to pass the Act 19 Vict. c. 1, in order to confirm the appointment so made, and also to transfer for the future the appointments of the Clerk Assistant and Second Clerk Assistant from the Clerk of the House of Commons to the Crown.

Mr. Wilson suggests to the Board, that this Minute should be recorded in the books of the Treasury, as showing the nature of the arrangement entered into with Sir D. Le Marchant under which Mr. May was first appointed; and also in order that it may be clearly understood that, in making the appointments of Clerk Assistant and of Second Clerk Assistant, the First Lord of the Treasury, acting on behalf of the Crown, will take the recommendation of the Speaker of the House of Commons for the time being.

My Lords approve.

Let this Minute be duly recorded, and let a copy of it be laid upon the Table of the House of Commons.

HOUSE OF COMMONS' OFFICES.

COPY of a TREASURY MINUTE regulating the
Appointment of the Clerk Assistant and Second
Clerk Assistant of the House of Commons.

(*Mr. Wilson.*)

Ordered, by The House of Commons, to be Printed,
2 April 1856.

ACTS OF PARLIAMENT.

RETURN to an Order of the Honourable The House of Commons,
dated 3 August 1855;—for,

A RETURN “of the Total Number of Acts passed in each Session since the Year 1800; distinguishing the Number of PUBLIC, PRIVATE, and LOCAL and PERSONAL ACTS, and the Number relating to *Great Britain, England, Scotland, and Ireland*, and those relating to the United Kingdom.”

YEAR.	SESSION.	Public Acts.	Local and Personal Acts.	PRIVATE ACTS.		TOTAL.
				Printed.	Not Printed.	
1801	- 41 Geo. 3	109	146	-	131	386
1801-2	- 42 Geo. 3	120	119	-	120	359
1802-3	- 43 Geo. 3	162	147	-	120	429
1803-4	- 44 Geo. 3	110	89	-	72	271
1805	- 45 Geo. 3	129	119	-	105	353
1806	- 46 Geo. 3	158	147	-	79	384
1807	- 47 Geo. 3, s. 1	56	43	-	30	129
1807	- 47 Geo. 3, s. 2	78	134	-	61	273
1808	- 48 Geo. 3	152	157	-	77	336
1809	- 49 Geo. 3	129	192	-	112	433
1810	- 50 Geo. 3	119	218	-	96	433
1811	- 51 Geo. 3	128	221	-	74	423
1812	- 52 Geo. 3	165	212	-	77	454
1812-13	- 53 Geo. 3	162	216	-	79	457
1813-14	- 54 Geo. 3	190	233	-	65	488
			Local Acts.			
1814-15	- 55 Geo. 3	196	100	71	41	408
1816	- 56 Geo. 3	142	87	47	29	305
1817	- 57 Geo. 3	132	76	38	26	272
1818	- 58 Geo. 3	101	87	39	27	254
1819	- 59 Geo. 3	138	128	49	44	359
1819-20	- 60 Geo. 3 & 1 Geo. 4	14	6	-	3	23
1820	- 1 Geo. 4	119	90	50	18	277
1821	- 1 & 2 Geo. 4	123	128	45	14	310
1822	- 3 Geo. 4	127	114	36	11	288
1823	- 4 Geo. 4	100	126	29	12	267
1824	- 5 Geo. 4	115	160	40	13	328
1825	- 6 Geo. 4	134	202	59	21	416
1826	- 7 Geo. 4	79	142	46	13	280
1826-7	- 7 & 8 Geo. 4	75	112	61	11	259
1828	- 9 Geo. 4	95	122	45	8	270
1829	- 10 Geo. 4	63	136	50	19	268
1830	- 11 Geo. 4, and 1 W. 4	75	138	50	16	279
1830-1	- 1 Will. 4	27	70	7	3	107
1831	- 1 & 2 Will. 4	60	76	22	16	174
1832	- 2 & 3 Will. 4	127	113	34	10	284
1833	- 3 & 4 Will. 4	106	122	30	13	271
1834	- 4 & 5 Will. 4	96	96	36	10	238
1835	- 5 & 6 Will. 4	84	112	27	21	244
1836	- 6 & 7 Will. 4	117	138	35	18	308
1837	- 7 Will. 4, & 1 Vict.	91	133	43	16	283
1837-8	- 1 & 2 Vict.	120	102	35	15	272
1839	- 2 & 3 Vict.	97	107	46	16	266
1840	- 3 & 4 Vict.	113	131	36	17	297
1841	- 4 & 5 Vict. & 5 Vict.	72	114	49	14	249
1842	- 5 & 6 Vict.	123	113	40	19	295
1843	- 6 & 7 Vict.	99	110	29	10	248
1844	- 7 & 8 Vict.	113	108	34	15	270
1845	- 8 & 9 Vict.	130	204	33	4	371
1846	- 9 & 10 Vict.	117	402	43	8	570
1847	- 10 & 11 Vict.	115	297	35	3	450
1847-8	- 11 & 12 Vict.	133	163	22	5	323
1849	- 12 & 13 Vict.	111	95	26	8	240
1850	- 13 & 14 Vict.	116	112	18	7	253
1851	- 14 & 15 Vict.	106	146	23	3	278
1852	- 15 & 16 Vict.	88	168	21	1	278
1853	- 16 & 17 Vict.	137	227	29	6	399
1854	- 17 & 18 Vict.	125	222	38	3	388
1855	- 18 & 19 Vict.	134	198	16	7	355

No record is kept of the number of Acts passed relating to *Great Britain, England, Scotland, Ireland, and the United Kingdom* respectively.

Her Majesty's Printing Office, }
8 September 1855.

Eyre & Spottiswoode.

ACTS OF PARLIAMENT.

RETURN of the Total Number of Acts passed
in each Session since the Year 1800 ; dis-
tinguishing the Number of PUBLIC, PRIVATE,
and LOCAL and PERSONAL ACTS.

(*Mr. Brotherton.*)

*Ordered, by the House of Commons, to be Printed,
5 February 1856.*

BUSINESS OF THE HOUSE.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

RETURN “of the Number of each of the following MOTIONS which have been made in THE HOUSE before the ORDERS OF THE DAY and NOTICES have been disposed of, or in any Committee of the whole House, in the Sessions 1850, 1851, 1852, 1852-3, 1854, 1854-5, and 1856; viz.

That this House do now Adjourn;

That this House, at its Rising, will Adjourn till Monday next, or any future Day;

That a Debate be now Adjourned;

That the Chairman do Report Progress;

That the Chairman do now leave the Chair;

and distinguishing, in each Class, the Number of such Motions which were Withdrawn, Negatived, or Agreed to by The House or the Committee, and the Number upon which there were Divisions (in continuation of Parliamentary Paper, No. 490, of Session 1854-5.)”

(*Mr. Brotherton.*)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

RETURN of the Number of each of the following MOTIONS which have been made in The House before the ORDERS OF THE DAY and NOTICES have been disposed of, or in any Committee of the whole House, in Session 1856; viz. 1. That this House do now adjourn; 2. That this House, at its rising, will adjourn till Monday next, or any future Day; 3. That a Debate be now adjourned; 4. That the Chairman of a Committee of the whole House do report Progress; 5. That the Chairman do now leave the Chair; and distinguishing in each Class, the Number of such Motions which were Withdrawn, Negatived, or Agreed to by The House or the Committee, and the Number upon which there were Divisions.

SESSION 1856.

	WITHDRAWN.	NEGATIVED.	AGREED TO.	DIVIDED ON.	TOTAL.
That this House do now adjourn.	April 15. April 24. April 29. May 27. May 27. May 30. June 5. June 10. June 19. June 20. June 26. June 30. July 1. TOTAL - 13	Feb. 26. March 4. March 13. June 9. June 23. TOTAL - 5	- - -	June 9. June 23. TOTAL - 2	18
That this House will at its rising adjourn till Monday next, or any future day.	April 30. July 18. TOTAL - 2	- - -	March 7. April 18. TOTAL - 2	- - -	4
That a Debate be now adjourned.	April 10. May 6. May 19. July 17. TOTAL - 4	March 4. April 2. April 8. April 29. May 2. May 5. May 26. May 27. May 30. June 2. June 9. June 17. June 23. June 26. June 30. July 1. July 9. TOTAL - 17	- - -	March 4. April 2. April 8. April 29. May 5. May 26. May 30. June 9. June 17. June 23. June 26. June 30. July 9. TOTAL - 13	21
That the Chairman of a Committee of the whole House do report Progress.	Feb. 29. March 31. April 4. April 7. April 14. May 9. May 21. June 4. June 5. June 6. July 2. TOTAL - 11	April 7. April 7. April 11. April 15. April 18. April 25. April 30. April 30. May 9. May 21. May 23. May 23. June 5. June 26. July 1. July 2. July 11. TOTAL - 17	April 16. TOTAL - 1	April 7. April 7. April 15. April 16. April 18. April 30. May 21. June 26. July 1. July 2. TOTAL - 10	29
That the Chairman do now leave the Chair.	April 15. July 1. TOTAL - 2	April 21. June 26. TOTAL - 2	April 10. April 10. April 11. May 21. TOTAL - 4	April 11. May 21. June 26. TOTAL - 3	8
TOTAL of Proceedings	32	41	7	28	80

TABULAR SUMMARY OF MOTIONS FOR THE LAST EIGHT SESSIONS.

	SESSION 1849.					SESSION 1850.					SESSION 1851.					SESSION 1852.				
	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.
That this House do now adjourn -	6	5	-	5	11	11	8	2	9	21	11	7	2	6	20	7	4	-	4	11
That a Debate be now adjourned -	5	8	2	10	15	14	18	1	19	33	6	15	2	16	23	6	4	1	3	11
That the Chairman of a Committee of the whole House do report Progress -	2	11	-	10	13	13	6	1	5	20	8	14	-	11	22	5	2	-	2	7
That the Chairman do now leave the Chair -	1	2	-	2	3	1	8	3	11	12	2	5	2	7	9	1	-	-	-	1
TOTAL -	14	26	2	27	42	39	40	7	44	86	27	41	6	40	74	19	10	1	9	39
	SESSION 1852-3.					SESSION 1854.					SESSION 1855.					SESSION 1856.				
	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.	With- drawn.	Ne- gativel.	Agreed to.	Divided upon.	TOTAL of Motions.
That this House do now adjourn -	7	6	1	7	14	9	10	1	8	20	7	6	2	2	15	13	5	-	2	18
That this House will, at rising, adjourn till a future day -	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	2	-	2	-	4
That a Debate be now adjourned -	5	12	3	13	20	5	11	3	14	19	4	8	4	12	16	4	17	-	13	21
That the Chairman of a Committee of the whole House do report Progress -	8	8	1	6	17	9	5	-	6	14	4	6	1	4	11	11	17	1	10	29
That the Chairman do now leave the Chair -	1	4	-	1	5	2	-	-	-	2	2	1	-	1	3	2	2	4	3	8
TOTAL -	21	30	5	27	56	25	26	4	28	55	18	21	7	19	46	32	41	7	28	80

George J. Stone.

BUSINESS OF THE HOUSE.

RETURN of the Number of MOTIONS which have been made in The House before the ORDERS OF THE DAY and NOTICES have been disposed of, or in any Committee of the whole House, in Session 1856; with a TABULAR SUMMARY of MOTIONS for the last Eight Sessions.

(Mr. Brotherton.)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

SELECT COMMITTEES.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

A RETURN “of the Number of SELECT COMMITTEES appointed in the Session of 1856; the Subjects of Inquiry; the Names of the Members appointed to serve on each Committee, and of the Chairman of each; the number of Days on which each Committee Met, and the Number of Days on which each Member attended such Committee; the Total Expense of the Attendance of Witnesses, and the Name of the Member who Moved for each such Committee; also, the Total Number of MEMBERS who Served on SELECT COMMITTEES, and the Number of Members who Served on no SELECT COMMITTEE at all (in continuation of Parliamentary Paper, No. 489, of Session 1854-5).”

Number.

Number of Select Committees appointed in the Session 1856 - - - - 42

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
1.				£. s. d.	
Adulteration of Food - - -	- - - - -	-	15	51 15 6	
Moved for by Mr. Scholefield.	Mr. Scholefield, Chairman -	13			
	Mr. Cowper -	11			
	Mr. Alderman Cubitt -	10			
	Viscount Ebrington -	6			
	Viscount Goderich -	12	-	-	Viscount Goderich acted once as Chair- man.
	Mr. Gregson -	11			
	Lord Claud Hamilton -	7	-	-	Lord Claud Hamil- ton acted once as Chairman.
	Mr. Kinnaird -	15			
	Mr. Knight -	4			
	Mr. Moffatt -	15			
	Mr. Otway -	6			
	Mr. Peacocke -	13			
	Mr. Sheridan -	7			
	Mr. Swift -	8			
	Mr. Charles Villiers -	5			
	Mr. Wise -	11			
2.					
Aldershot Camp - - -	- - - - -	-	2	- None.	
Moved for by Mr. Monsell.	Mr. Monsell, Chairman -	2			
	Viscount Monck -	2			
	Colonel North -	2			
	Mr. Portal -	2			
	Colonel Boldero -	0			
	Colonel Lindsay -	2			
	Mr. Macartney -	2			
	Sir Joseph Paxton -	2			
	Colonel Dunne -	2			
	Mr. Sidney Herbert -	0			
	Mr. Fellowes -	1	-	-	Five Members added by the Committee of Selection.
	Mr. Tite -	2	-	-	
	Mr. H. A. Cole -	2	-	-	
	Mr. West -	0	-	-	
	Colonel Freestun -	2	-	-	
3.					
Appellate Jurisdiction (House of Lords) Bill - - - - -	- - - - -	-	-	-	This Committee never met.
Moved for by Mr. Raikes Currie.	Mr. Raikes Currie.				
	Lord John Russell.				
	Mr. Attorney-General.				
	Sir James Graham.				
	Mr. Henley.				
	Mr. Gladstone.				
	Lord Stanley.				
	The Lord Advocate.				
	Mr. Attorney-General for Ire- land.				
	Mr. Walpole.				
	Sir Francis Baring.				
	Mr. Baines.				
	Mr. Cairns.				
	Mr. Evelyn Denison.				
	Mr. Malins.				

(continued)

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
4.				£. s. d.	
Chairmen's Panel - - -	- - - - -	-	3	None.	
Appointed according to Act of Parliament - - - -	Mr. Ker Seymour, Chairman - Mr. G. M. Butt - - - Mr. G. A. Hamilton - - Mr. Ingham - - - - Sir William Somerville - Mr. Wortley - - - -	2 2 2 1 0 2	- - -	- - -	Acted once as Chair- man.
5.					
Court of Chancery (Ireland) Bills	- - - - -	-	21	154 1 -	No record kept of name of mover.
	Mr. Attorney-General for Ireland, Chairman. Sir James Graham - - Mr. Edward Ellice - - Mr. Henley - - - - Mr. Walpole - - - - Mr. Keogh - - - - Viscount Monck - - - Mr. Napier - - - - Mr. Macartney - - - Mr. Henry Herbert - - Mr. Seymour Fitzgerald - Mr. Whiteside - - - Mr. De Vere - - - - Sir Erskine Perry - - Mr. Kirk - - - - Sir FitzRoy Kelly - - Mr. Solicitor-General - Mr. Grogan - - - - Mr. Deasy - - - -	17 19 16 14 6 21 12 14 17 15 18 21 14 1 - 15 5	- -	- -	Acted four times as Chairman. Vacated seat, 2 April. Discharged, 1 March.
6.					
Civil Service Estimates (Class 7) Moved for by Sir Benjamin Hall.	- - - - - Mr. Lloyd Davies, Chairman Sir Benjamin Hall - - Mr. G. A. Hamilton - - Mr. Wise - - - - Mr. Marjoribanks - -	- 2 2 2 2 1	2	None.	
7.					
Civil Service Superannuation - Moved for by Chancellor of Exchequer.	- - - - - Mr. Chancellor of the Ex- chequer, Chairman. Sir F. Baring - - - Lord Stanley - - - - Mr. Gladstone - - - Sir H. Willoughby - - Mr. Roebuck - - - - Mr. Henley - - - - Sir S. Northcote - - - Viscount Monck - - - Mr. Macartney - - - Mr. Robert Palmer - - Mr. V. Scully - - - - Mr. S. Fitzgerald - - Mr. O. Ricardo - - - Mr. Rich - - - -	18 15 12 4 15 11 9 13 14 13 12 2 15 13 15	18	11 11 -	
8.					
Contracts for Public Departments Moved for by Mr. Ricardo.	- - - - - Mr. Monsell, Chairman Colonel Boldero - - - Colonel Gilpin - - - - Mr. Mitchell - - - - Mr. Corry - - - - Captain Laffan - - - Colonel Lindsay - - - Sir Charles Napier - - Mr. Lloyd Davies - - - Viscount Goderich - - Colonel Smyth - - - - Mr. Brand - - - - Mr. Moffatt - - - - Colonel Dunne - - - - Mr. Muntz - - - - Mr. Liddell - - - - Viscount Monck - - - Mr. Jackson - - - -	- 6 2 2 1 6 5 0 3 1 1 6 6 5 6 6 5 0 5	6	None.	Discharged, 26 June. Added, 26 June.

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
9.				£. s. d.	
Divorce Bills - - - -	- - - - -	- - -	3	- None.	
Moved for by Mr. Massey.	Mr. Walpole, Chairman - - -	2			
	Mr. Massey - - -	1			
	Mr. Sotheron Estcourt - - -	1			
	Sir J. Pakington - - -	0			
	Sir J. Yarde Buller - - -	2			
	Mr. Headlam - - -	2			
	Mr. Bonham Carter - - -	2			
	Mr. R. Phillimore - - -	1			
	Mr. Freshfield - - -	2			
10.					
Ecclesiastical Commission -	- - - - -	- - -	31	43 16 6	
Moved for by Sir George Grey.	Lord John Russell, Chairman -	31			
	Sir George Grey - - -	18			
	Sir John Pakington - - -	21			
	Marquis of Blandford - - -	30			
	Sir James Graham - - -	27			
	Mr. Wilkinson - - -	28			
	Mr. Walpole - - -	28			
	Mr. Ingham - - -	25			
	Lord Robert Cecil - - -	25			
	Mr. Evelyn Denison - - -	22			
	Sir William Heathcote - - -	26			
	Mr. John Abel Smith - - -	23			
	Lord Robert Grosvenor - - -	23			
	Mr. George Butt - - -	12			
	Mr. Mowbray - - -	29			
11.					
Expiring Laws - - - -	- - - - -	- - -	1	- None -	No record kept of name of mover.
	Mr. FitzRoy, Chairman - - -	1			
	Mr. Attorney-General - - -	0			
	Mr. Wilson - - -	0			
	Mr. Solicitor-General - - -	0			
	Mr. Cowper - - -	1			
	Mr. Freshfield - - -	1			
	Mr. Hayter - - -	0			
	Mr. Peel - - -	0			
	Mr. William Williams - - -	1			
	Mr. Horsman - - -	0			
	Sir Benjamin Hall - - -	0			
	Viscount Duncan - - -	0			
12.					
Formation of Parishes Bill -	- - - - -	- - -	8	- None -	No record kept of name of mover.
	The Marquis of Blandford, Chairman. - - -	8			
	Viscount Ebrington - - -	7			
	Mr. Byng - - -	3			
	Mr. Edward Egerton - - -	5			
	Mr. Gladstone - - -	8			
	Mr. Massey - - -	2			
	Mr. Headlam - - -	3			
	Mr. Sidney Herbert - - -	0			
	Sir Stafford Northcote - - -	8			
	Mr. Dunlop - - -	8			
	Lord John Manners - - -	6			
	Mr. Pellatt - - -	8			
	Mr. Adderley - - -	6			
	Mr. Liddell - - -	7			
13.					
General Committee of Elections	- - - - -	- - -	9	- None.	
Appointed according to Act of Parliament.	Sir Francis Baring, Chairman -	9			
	Mr. Sotheron Estcourt - - -	3			
	Mr. Henry Herbert - - -	7			
	Sir John Pakington - - -	5			
	Mr. Robert Palmer - - -	6			
	Colonel Wilson Patton - - -	7			

(continued)

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
14. General Committee on Railway and Canal Bills - - - }	- - - - -	- -	9	£. s. d. - None.	
Appointed according to the Standing Orders.	Mr. Strutt, Chairman - -	9			
	Mr. H. E. Adair - -	3			
	Mr. H. J. Baillie - -	3			
	Colonel Boldero - -	3			
	Mr. Cumming Bruce - -	4			
	Mr. Cobbett - -	2			
	Mr. Corry - -	3			
	Mr. Tatton Egerton - -	3			
	Mr. G. A. Hamilton - -	4			
	Sir Edmund Hayes - -	3			
	Lord Hotham - -	3			
	Mr. Lascelles - -	1			
	Earl of March - -	2			
	Sir Erskine Perry - -	2			
	Sir William Somerville - -	3			
	Lord Stanley - -	2			
	Lord Harry Vane - -	2			
15. Juvenile Convict Prisons (Ire- land) Bill - - - }	- - - - -	- -	2	- None.	No record of the name of the mover. This Member was added by the Com- mittee of Selection.
	Mr. Lascelles, Chairman - -	1	-	-	
	Viscount Monck - -	2	-	-	
	Mr. Solicitor-General for Ire- land.	0	-	-	
	Colonel Taylor - -	2	-	-	
	Mr. Horsman - -	0	-	-	
	Mr. James Hans Hamilton - -	2	-	-	
	Mr. George Alexander Hamil- ton.	2	-	-	Acted once as Chair- man.
	Mr. Moody - -	0	}	-	These four Members were added by the Committee of Selection.
	Sir Philip Egerton - -	2			
	Mr. Walter - -	2			
	Mr. Peacocke - -	1			
16. Kitchen and Refreshment Rooms Moved for by Earl of Mul- grave.	- - - - -	- -	-	- None.	
	Earl of Mulgrave, Chairman	0			
	Mr. Hayter - -	0			
	Mr. Archibald Hastie - -	0			
	Colonel Dunne - -	0			
	Colonel Boldero - -	0			
	Mr. Attorney-General - -	0			
	Colonel Knox - -	0			
17. Library of the House - -	- - - - -	- -	-	- None -	No record of the name of the mover.
	Sir Thomas Acland - -	-	}	-	A Standing Com- mittee; No Mi- nutes kept.
	Mr. Baines - -	-			
	Mr. Bramston - -	-			
	Mr. Disraeli - -	-			
	Sir James Graham - -	-			
	Sir William Heathcote - -	-			
	Mr. Sidney Herbert - -	-			
	Mr. Massey - -	-			
	Mr. Monckton Milnes - -	-			
	Lord Naas - -	-			
	Mr. Napier - -	-			
	Colonel Wilson Patten - -	-			
	Lord John Russell - -	-			
	The Chancellor of the Exche- quer.	-			
	The Lord Advocate - -	-			
	Mr. Walpole - -	-			

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee. £. s. d.	REMARKS.
18. Local Charges upon Shipping - Moved for by Mr. Lowe.	- - - - - Mr. Lowe, Chairman - Mr. Hardy - Mr. Milner Gibson - Mr. Horsfall - Mr. Fenwick - Sir S. Northcote - Mr. Cobden - Mr. Watson - Mr. Bouverie - Mr. Headlam - Mr. Cardwell - Sir J. Duckworth - Mr. Duncan - Lord Hotham - Mr. Moffatt - Mr. Vance - Mr. Beamish -	- - - 17 16 16 12 16 5 2 14 12 11 6 13 17 17 14 14 12	- - 17	- - - 300 5 -	
19. Masters and Operatives (Equi- table Councils of Conciliation). Moved for by Mr. Mackinnon.	- - - - - Mr. Mackinnon, Chairman - Mr. Lowe - Viscount Goderich - Mr. Ingham - Viscount Duncan - Mr. Cobbett - Mr. Booker Blakemore - Mr. Kinnaird - Mr. Pellatt - Mr. Leveson Gower - Mr. Wise - Mr. Gordon - Mr. Pollard Urquhart - Sir Henry Halford - Lord John Manners -	- - - 16 4 13 9 12 13 13 14 14 15 14 10 14 14 13	- - 16	- - - 56 1 -	
20. Medical Department, Army - Moved for by Mr. Stafford.	- - - - - Mr. Stafford, Chairman - Mr. Bellew - Colonel Boldero - Sir J. Fergusson - Sir H. Davie - Sir John Hanmer - Colonel Kingscote - Mr. Leveson Gower - Captain Laffan - Mr. Legh - Mr. Noel - Colonel North - Mr. Peel - Mr. Percy - Sir John Trollope -	- - - 15 14 7 8 15 12 14 8 0 6 12 15 10 9 13	- - 15	- - - 28 10 -	
21. Medical Profession, and Medical Qualification and Registration, &c. Bills. Moved for by Mr. Cowper.	- - - - - Mr. Cowper, Chairman - Mr. Brady - Sir Wm. Heathcote - Lord Robert Grosvenor - Colonel Dunne - Mr. Strutt - Mr. Howard - Mr. Headlam - Mr. Craufurd - Mr. Napier - Mr. Black - Mr. Bell - Mr. Alex. Hastie - Mr. Percy - Lord Elcho -	- - - 10 10 5 7 8 0 7 4 10 2 9 9 9 7 5	- - 10	- - - None.	
				- - -	Added, 30 April.

[illegible]

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
26.				£. s. d.	
Printing - - - -	- - - - -	- - - - -	- - - - -	- None -	No record kept of name of the mover.
	Mr. Beckett - - - -	- - - - -	- - - - -	- - - - -	A standing Commit- tee; no Minutes kept.
	Mr. Divett - - - -	- - - - -	- - - - -	- - - - -	
	Mr. Sotheron Estcourt -	- - - - -	- - - - -	- - - - -	
	Mr. Gaskell - - - -	- - - - -	- - - - -	- - - - -	
	Mr. John Greene - - -	- - - - -	- - - - -	- - - - -	
	Mr. G. A. Hamilton - -	- - - - -	- - - - -	- - - - -	
	Mr. Vernon Smith - -	- - - - -	- - - - -	- - - - -	
	Mr. Strutt - - - -	- - - - -	- - - - -	- - - - -	
	Mr. Wilson - - - -	- - - - -	- - - - -	- - - - -	
27.					
Public Petitions - - -	- - - - -	- - - - -	57	- None.	
Moved for by Mr. Bonham- Carter.	Mr. Bonham-Carter - -	43	- - - - -	- - - - -	Acted 43 times as Chairman.
	Mr. Adderley - - - -	3	- - - - -	- - - - -	
	Mr. Brotherton - - -	47	- - - - -	- - - - -	
	Mr. H. A. Bruce - - -	4	- - - - -	- - - - -	
	Mr. Lloyd Davies - - -	8	- - - - -	- - - - -	
	Mr. De Vere - - - -	2	- - - - -	- - - - -	
	Mr. Duncan - - - -	53	- - - - -	- - - - -	Acted 13 times as Chairman.
	Mr. Gregson - - - -	31	- - - - -	- - - - -	
	Admiral Jones - - - -	6	- - - - -	- - - - -	
	Mr. Liddell - - - -	8	- - - - -	- - - - -	
	Mr. Scott - - - -	6	- - - - -	- - - - -	
	Mr. Abel Smith - - -	12	- - - - -	- - - - -	
	Mr. Owen Stanley - -	15	- - - - -	- - - - -	
	Mr. Thornely - - - -	44	- - - - -	- - - - -	Acted once as Chair- man.
	Mr. Whitbread - - -	0	- - - - -	- - - - -	
28.					
Public Prosecutors - - -	- - - - -	- - - - -	3	- None.	
Moved for by Mr. Phillimore.	Mr. J. G. Phillimore, Chair- man.	3	- - - - -	- - - - -	
	Mr. Napier - - - -	1	- - - - -	- - - - -	
	The Lord Advocate - -	0	- - - - -	- - - - -	
	Mr. Miles - - - -	3	- - - - -	- - - - -	
	Mr. Philipps - - - -	2	- - - - -	- - - - -	
	Mr. Attorney-General -	2	- - - - -	- - - - -	
	Mr. J. D. Fitzgerald -	1	- - - - -	- - - - -	
	Mr. Walpole - - - -	1	- - - - -	- - - - -	
	Mr. W. Ewart - - - -	3	- - - - -	- - - - -	
	Lord Stanley - - - -	2	- - - - -	- - - - -	
	Mr. Watson - - - -	2	- - - - -	- - - - -	
29.					
Public Monies - - - -	- - - - -	- - - - -	18	- None.	
Moved for by Sir Francis Baring.	Sir F. Baring, Chairman -	18	- - - - -	- - - - -	
	The Chancellor of the Exche- quer.	15	- - - - -	- - - - -	
	Mr. Henley - - - -	10	- - - - -	- - - - -	
	Sir James Graham - -	16	- - - - -	- - - - -	
	Mr. Williams - - - -	18	- - - - -	- - - - -	
	Sir H. Willoughby - -	18	- - - - -	- - - - -	
	Mr. Wilson - - - -	18	- - - - -	- - - - -	
	Mr. Peacocke - - - -	9	- - - - -	- - - - -	
	Mr. Bowyer - - - -	15	- - - - -	- - - - -	
	Mr. James MacGregor -	17	- - - - -	- - - - -	
	Mr. Ellice - - - -	1	- - - - -	- - - - -	
	Lord Stanley - - - -	3	- - - - -	- - - - -	
	Mr. Hankey - - - -	17	- - - - -	- - - - -	
	Mr. Cardwell - - - -	15	- - - - -	- - - - -	
	Mr. G. A. Hamilton - -	15	- - - - -	- - - - -	

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
30.				£. s. d.	
Public Offices - - - -	- - - - -	-	7	None.	
Moved for by Sir Benjamin Hall.	Sir Benjamin Hall, Chairman	7			
	Lord John Manners -	1			
	Mr. Cardwell - - -	5			
	Mr. Disraeli - - -	3			
	Mr. Henry Baring - -	5			
	Mr. Archibald Campbell -	5			
	Mr. Archibald Hastie -	4			
	Lord Claud Hamilton -	5			
	Mr. Ellice - - - -	0			
	Mr. Ker Seymour - - -	4			
	Earl Grosvenor - - -	4			
	Mr. Jackson - - - -	7			
	Colonel Greville - - -	5			
	Mr. Stirling - - - -	7			
	Mr. E. Egerton - - -	4			
31.			9	177 - 8	
Rating of Mines - - - -	- - - - -	-			
Moved for by Mr. Kendall.	Mr. Kendall, Chairman	9			
	Mr. Michael Williams -	6			
	Mr. Deedes - - - -	7			
	Mr. George Cavendish -	8			
	Mr. Child - - - - -	5			
	Mr. Bouverie - - - -	7			
	Mr. Hutchins - - - -	6			
	Mr. Philipps - - - -	8			
	Colonel Pennant - - -	9			
	Mr. Ridley - - - - -	9			
	Viscount Monck - - -	4			
	Mr. Spooner - - - -	8			
	Mr. Hussey Vivian - -	6			
	Mr. Littleton - - - -	6			
	Mr. Hume - - - - -	5			
	Mr. A. H. Herbert - -	6			
	Mr. Colville - - - -	8			
32.					
Registration of Voters (Scot-land) Bill - - - - -	- - - - -	-	2	- None -	No record kept of name of mover.
	The Lord Advocate, Chairman	2			
	Viscount Duncan - -	2			
	Mr. Dunlop - - - -	1			
	Mr. Cowan - - - - -	1			
	Mr. Blackburn - - - -	2			
	Mr. Stirling - - - -	1			
	Mr. Smollett - - - -	2			
	Mr. Elliott Lockhart -	2			
	Sir James Fergusson -	1			
	Sir Michael Stewart -	1			
	Sir Andrew Agnew - -	2			
	Mr. Kinnaird - - - -	0			
	Mr. Alexander Hastie -	2			
	Mr. Frederick Dundas -	2			
	Earl of Dalkeith - -	1			
33.					
St. James's Park - - - -	- - - - -	-	3	None.	
Moved for by Sir Benjamin Hall.	Sir Benjamin Hall, Chairman	3			
	Lord John Manners - -	2			
	The Chancellor of the Exchequer.	0			
	Mr. Disraeli - - - -	3			
	Lord Robert Grosvenor -	1			
	Lord Hotham - - - -	3			
	Sir Joseph Paxton - -	3			
	Mr. Stephenson - - -	2			
	Sir John Shelley - - -	3			
	Mr. Hutchins - - - -	3			
	Colonel Boldero - - -	1			
	Mr. Drummond - - - -	2			
	Mr. Stuart Wortley - -	0			
	Colonel Wilson Patten -	1			
	Mr. Milnes - - - - -	2			

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days, on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
34. St. Sepulchre's Manor, Dublin, Bill.	Colonel Taylor, Chairman Mr. Horsman Mr. Bland Mr. Tottenham Mr. Hughes Mr. Grogan Lord E. Bruce Mr. W. Brown Sir E. Kerrison Sir J. Duke Mr. H. B. Coles	- 1 0 1 1 1 0 1 0 1 1 1	1	£. s. d. None	No record kept of name of mover.
35. Selection Appointed according to the Standing Orders.	Colonel Wilson Patten, Chair- man Mr. Bonham Carter Mr. Deedes Mr. Sotheron Estcourt Sir Robert Ferguson Mr. Thomas Greene	- 14 9 11 5 10 14	16	None.	
36. Silver and Gold Wares Moved for by Mr. Wilson.	Mr. Wilson, Chairman Mr. Liddell Mr. Stanley Mr. Hankey Mr. G. A. Hamilton Mr. Spooner Mr. Brand Mr. Wilkinson Mr. William Ewart Mr. Bentinck Mr. Peacocke Mr. Muntz Mr. Dunlop Mr. Masterman	- 9 10 9 11 2 11 10 11 9 3 7 5 9 6	11	105 11 6	Acted twice as Chair- man.
37. Sound Dues	Mr. Villiers, Chairman The Chancellor of the Exche- quer Mr. Cardwell Mr. Mitchell Mr. Gibson Mr. Butt Mr. Deasy Mr. Newdegate Lord Stanley Lord Chelsea Mr. Bramley Moore Mr. R. Phillimore Mr. Duncan Mr. Liddell Mr. Disraeli	- 11 8 4 11 8 8 5 0 1 0 11 4 11 8 7	11	107 8 6	No record of the name of the mover.
38. Standing Orders Appointed according to Stand- ing Orders.	Colonel Wilson Patten, Chair- man Mr. Bramston Mr. Deedes Mr. Evelyn Denison Mr. Sotheron Estcourt Sir Robert Ferguson Mr. Thomas Greene Mr. Henley Mr. Elliott Lockhart Mr. Thornely Mr. Wrightson	- 25 18 19 0 6 15 20 12 18 25 18	25	None	Nominated at the commencement of every Session, ac- cording to the Standing Orders.
					Acted twice as Chair- man.
					Acted twice as Chair- man.

(continued)

Subjects of Inquiry, and Names of the Members who Moved for each Committee.	Names of the Members appointed to Serve on each Committee, and of the Chairman of each.	Number of Days on which each Member attended.	Number of Days on which Committee met.	Total Expense of the Attendance of Witnesses at each Committee.	REMARKS.
42.				£. s. d.	
Whichwood Forest - - -	- - - - -	- -	1	- None -	No record kept of name of mover.
	Mr. Hutt, Chairman - -	1			
	Mr. Wilson - - -	0			
	Colonel North - - -	0			
	Mr. Cardwell - - -	0			
	Viscount Duncan - -	1			
	Mr. Granville Harcourt -	0			
	Mr. Hayter - - -	0			
	Sir J. M'Taggart - -	1	}		
	Lord Henry Lennox - -	1			
	Mr. Price - - -	1			
	Mr. Clive - - -	0			Five Members added by Committee of Selection.

	Number.
Total Number of Members who served on Select Committees - - -	270
Number of Members who served on no Select Committee at all - - -	380

House of Commons, }
July 1856.

REGINALD F. D. PALGRAVE.

SELECT COMMITTEES.

RETURN of the Number of SELECT COMMITTEES appointed in the Session of 1856; the Subjects of Inquiry; the Names of the Members appointed to serve on each, and of the Chairman of each; the Number of Days each Committee met; and the Number of Days each Member attended; the Total Expense of the Attendance of Witnesses at each Select Committee; and the Name of the Member who moved for each such Committee; also, the Total Number of MEMBERS who served on SELECT COMMITTEES, and the Number of MEMBERS who served on no SELECT COMMITTEE at all.

(Mr. Brotherton.)

*Ordered, by The House of Commons to be Printed,
29 July 1856.*

450.

Under 2 oz.

DIVISIONS OF THE HOUSE.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—*for*,

A RETURN “ of the Number of DIVISIONS of THE HOUSE in the present Session ; stating the Subject of the Division, and the Number of Members in the Majority and Minority, Tellers included ; also, the AGGREGATE NUMBER in the House on each Division ; distinguishing the DIVISIONS on PUBLIC BUSINESS from PRIVATE, and also the Number of Divisions before and after Midnight (in continuation of Parliamentary Paper, No. 492, of Session 1854-5). ” ..

(*Mr. Brotherton.*)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

DIVISIONS OF THE HOUSE.

RETURN of the Number of DIVISIONS of THE HOUSE in the present SESSION; stating the Subject of the Division, and the Number of Members in the Majority and Minority, Tellers included; also, the AGGREGATE NUMBER in the House on each Division, distinguishing the DIVISIONS on PUBLIC BUSINESS from PRIVATE; and, also, the Number of Divisions before and after Midnight (in continuation of Parliamentary Paper, No. 492, of Session 1854-5).

SUMMARY OF DIVISIONS.

Number of Divisions on PUBLIC BUSINESS before Midnight	-	-	-	-	-	-	147
Ditto - - - - after Midnight	-	-	-	-	-	-	46
Ditto - PRIVATE BUSINESS before Midnight	-	-	-	-	-	-	5
TOTAL Number of Divisions in Session 1856							198

DIVISIONS ON PUBLIC BUSINESS.

Number of the Printed Division Lists.	DATE.	SUBJECT OF THE DIVISION.	Ayes (Tellers included).	Noes (Tellers included).	Aggregate Number of Members in the House (Speaker or Chairman included).	Before Midnight.	After Midnight.
70	May 7	Aggravated Assaults Bill,—Second Reading	99	137	237	B. M.	
165	July 7	Appellate Jurisdiction (House of Lords) Bill (Lords),—Second Reading.	193	144	338	- -	A. M.
171	" 10	———— (On going into Committee):—"That Mr. Speaker do now leave the Chair."—Amendment proposed, "That the Bill be committed to a Select Committee."—(<i>Mr. Raikes Currie.</i>)—Question put, "That the words proposed to be left out stand part of the Question."	135	157	293	- -	A. M.
75	May 20	Ballot:—Motion for leave for a Bill.—(<i>Mr. Henry Berkeley.</i>)	113	153	267	B. M.	
194	July 23	Bishop of London and Durham Retirement Bill (Lords),—Second Reading.	153	74	228	B. M.	
195	" 24	———— (In the Committee):—Clause 3,—an Amendment proposed.—(<i>Mr. Thomas Duncombe.</i>)	107	32	140	B. M.	
196	" "	———— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Roebuck.</i>)	106	21	128	B. M.	
197	" "	———— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Roebuck.</i>)	54	21	76	B. M.	
122	June 13	Bleaching, &c., Works (No. 2) Bill:—Debate on Second Reading,—“That the Debate be Adjourned till Monday next.”	27	32	60	- -	A. M.
158	July 2	———— Second Reading	67	111	179	B. M.	
10	Feb. 21	British Museum, &c.:—Motion for Opening on Sundays.—(<i>Sir Joshua Walmsley.</i>)	50	378	429	B. M.	
1	" 5	Business of the House:—Motion (Sittings after Midnight).—(<i>Mr. Brotherton.</i>)	52	113	166	B. M.	
90	May 30	Cambridge University Bill,—(In the Committee):—Clause 4,—an Amendment proposed.—(<i>Mr. Stafford.</i>)	77	33	111	B. M.	

Divisions on Public Business—*continued.*

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		Cambridge University Bill— <i>continued.</i>					
91	May 30	— (In the Committee):—Clause 5,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	88	21	110	B. M.	
92	" "	— (In the Committee):—Clause 6,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	104	40	145	B. M.	
93	" "	— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	65	113	179	B. M.	
94	" "	— (In the Committee):—Clause 25,—an Amendment proposed.—(<i>Mr. Wigram.</i>)	81	123	205	B. M.	
109	June 9	— (in the Committee):—Clause 27,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	60	76	137	B. M.	
110	" "	— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Wigram.</i>)	80	99	180	B. M.	
111	" "	— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	43	147	191	B. M.	
112	" "	— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	57	138	196	B. M.	
113	" "	— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Heywood.</i>)	92	130	223	B. M.	
114	" "	— (In the Committee):—Clause 29,—an Amendment proposed.	167	95	263	B. M.	
134	" 20	— (On consideration of Bill as amended):—Clause (Persons obtaining Scholarships not to subscribe any Declaration).—(<i>Mr. Heywood.</i>)—"That the Clause be read a Second time."	153	111	265	B. M.	
135	" "	— (On consideration of Bill as amended):—An Amendment proposed in p. 8, l. 24.—(<i>Mr. Wigram.</i>)	63	132	196	B. M.	
136	" "	— (On consideration of Bill as amended):—An Amendment proposed in p. 15, l. 39.	120	43	164	B. M.	
137	" "	— (On consideration of Bill as amended):—An Amendment proposed in p. 16, l. 5.—(<i>Mr. Heywood.</i>)	62	86	149	B. M.	
184	July 18	— (On consideration of Lords' Amendments):—Lords' Amendment in p. 16, l. 26, read.—An Amendment proposed.—(<i>Mr. Heywood.</i>)—"That the words proposed to be left out stand part of the said Amendment."	94	73	168	B. M.	
185	" "	— (On consideration of Lords' Amendments):—"That this House doth agree with the Lords in the Amendment in p. 16, l. 26."	92	75	168	B. M.	
189	" "	Charities Bill (Lords),—(In the Committee):—Clause 1,—an Amendment proposed.—(<i>Mr. Monbray.</i>)	60	48	109	- -	A. M.
160	" 3	Church Building Commission Bill,—(On going into Committee):—"That Mr. Speaker do now leave the Chair."	161	11	173	B. M.	
16	Mar. 5	Church Rates Abolition Bill,—Second Reading -	223	180	404	B. M.	
53	April 24	Civil Service,—Motion for a Committee of the whole House on Address.—(<i>Viscount Goderich.</i>)—Whereupon Previous Question put, "That that question be now put."—(<i>The Chancellor of the Exchequer.</i>)	110	89	200	B. M.	
6	Feb. 12	Contractors' Disqualification Removal:—Motion for leave for a Bill.—(<i>Mr. Thomas Mitchell.</i>)	48	45	94	B. M.	
172	July 11	County Courts Acts Amendment Bill (Lords),—(In the Committee):—Clause 72 (D),—an Amendment proposed.	187	65	253	B. M.	

Divisions on Public Business—continued.

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173	July 11	County Courts Acts Amendment Bill (Lords)— <i>cont^d</i> —— (In the Committee):—Clause 72 (E),— an Amendment proposed.—(<i>Mr. Kendall.</i>)	75	164	240	B. M.	
11	Feb. 26	Court of Chancery (Ireland) Bill,—(On nomination of Select Committee):—"That Sir Erskine Perry be one other Member of the said Committee."	180	71	202	B. M.	
68	May 5	Dissenters' Marriages Bill,—(On going into Committee):—"That Mr. Speaker do now leave the Chair."—Debate arising,—Question put, "That the Debate be now adjourned."	35	63	99	- -	A. M.
69	" "	—— (In the Committee):—Clause 24,—an Amendment proposed.—(<i>Sir W. Heathcote.</i>)	21	46	68	- -	A. M.
102	June 4	—— (In the Committee):—Clause 4,—an Amendment proposed.—(<i>Sir John Duckworth.</i>)	95	87	183	B. M.	
115	" 9	Dublin Metropolitan Police Bill:—"That the Bill be now read a Second time."—Debate arising,—Question put, "That the Debate be now adjourned."	54	67	122	- -	A. M.
116	" "	—— Question again proposed.—Whereupon Question put, "That the House do now adjourn."	48	71	120	- -	A. M.
15	Mar. 4	Dwellings for Labouring Classes (Ireland) Bill,—(On Second reading):—Debate arising,—Question put,—"That the Debate be now adjourned." (<i>Mr. Kennedy.</i>)	13	106	120	B. M.	
53	April 30	—— (In the Committee):—Clause 1,—an Amendment proposed.—(<i>Colonel Greville.</i>)	171	43	215	B. M.	
59	" "	—— (In the Committee):—Clause 2,—an Amendment proposed.—(<i>Mr. Brady.</i>)	55	176	232	B. M.	
60	" "	—— (In the Committee):—"That the Chairman do report Progress, &c."	26	161	188	B. M.	
128	June 18	—— (In the Committee):—Clause 2,—an Amendment proposed.	185	29	215	B. M.	
129	" "	—— (In the Committee):—Clause (Landlord to keep Dwelling-house in repair).—(<i>Colonel Greville.</i>)—"That the Clause be read a Second time."	41	156	198	B. M.	
130	" "	—— (In the Committee):—Clause (Appeal against Order of Justices).—(<i>Colonel Greville.</i>)—"That the Clause be read a Second time."	109	93	203	B. M.	
152	" 27	—— Third reading - - - -	87	21	109	- -	A. M.
38	April 11	Education,—(In the Committee):—Resolution.—(<i>Lord John Russell.</i>)—Question put, "That the Chairman do now leave the Chair."	262	160	423	B. M.	
126	June 17	Education (Ireland):—Motion for an Address.—(<i>Mr. Walpole.</i>)—Debate arising,—Question put, "That the Debate be now adjourned."	34	186	231	- -	A. M.
127	" "	—— Main Question put - - - -	115	105	221	- -	A. M.
87	May 27	—— Established Church, &c. (Ireland):—Motion for a Committee of the whole House.—(<i>Mr. Miall.</i>)	95	165	261	B. M.	
24	April 2	—— Factories Bill,—(On Second Reading):—Debate arising,—Question put, "That the Debate be now adjourned."	11	200	212	B. M.	
78	May 22	—— (On going into Committee):—"That Mr. Speaker do now leave the Chair."	209	52	262	B. M.	
79	" "	—— (In the Committee):—Clause 4,—an Amendment proposed.	171	35	207	B. M.	

Divisions on Public Business—continued.

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57	April 29	Fall of Kars:—Resolution.—(<i>Mr. Whiteside.</i>)—Amendment proposed.—(<i>Mr. Ker Seymer.</i>)—Debate arising,—Question put, “That the Debate be now adjourned.”—(<i>Sir E. B. Lytton.</i>)	175	245	421	- -	A. M.
61	May 1	———— Debate resumed,—Question put, “That the words proposed to be left out stand part of the Question.”	453	54	508	- -	A. M.
62	” ”	———— Main Question put - - - - -	178	305	484	- -	A. M.
67	” 2	Fire Insurances Bill,—(Second reading)- -	135	33	169	- -	A. M.
73	” 19	———— (On going into Committee):—“That Mr. Speaker do now leave the Chair.”	174	33	208	B. M.	
74	” ”	———— (In the Committee):—“That Clause 2 stand part of the Bill.”	145	56	202	B. M.	
193	July 22	General Beatson:—Motion respecting inquiry into the conduct of a general officer upon anonymous information.—(<i>Mr. Roebuck.</i>)	25	73	99	B. M.	
81	May 23	Grand Jury Assessments (Ireland) Bill,—(In the Committee):—“That Clause 8, as amended, stand part of the Bill.”	89	73	163	B. M.	
82	” ”	———— (In the Committee):—New Clause (No proceedings for arrears against persons not primarily liable to be commenced after two years).—(<i>Sir Frederic Thesiger.</i>)—An Amendment proposed.	97	44	142	B. M.	
154	June 30	———— (On Third Reading):—New Clause (In making applotment, tenements the annual value of which shall not exceed £.3 to be omitted).—(<i>Mr. Fortescue.</i>)—“That the Clause be read a Second time.”	34	111	146	- -	A. M.
5	Feb. 12	Harbours of Refuge, Cardigan Bay:—Instruction to the Select Committee.—(<i>Mr. Lloyd Davies.</i>)	46	120	167	B. M.	
177	July 17	Hospitals (Dublin) Bill,—(On going into Committee):—“That Mr. Speaker do now leave the Chair.”	55	24	80	B. M.	
178	” ”	———— (In the Committee):—“That Clause 9 stand part of the Bill.”	45	31	77	B. M.	
179	” ”	———— (In the Committee):—Clause 14,—an Amendment proposed.	28	53	82	B. M.	
34	April 8	Income and Property Tax:—Resolution proposed. (<i>Mr. Muntz.</i>)—Whereupon Previous Question put, “That that Question be now put.”	65	196	262	B. M.	
166	July 7	Incumbered Estates (Ireland) Bill,—(In the Committee):—New Clause (Court to consist of two Commissioners only).—(<i>Mr. Whiteside.</i>)—“That the Clause be read a Second time.”	50	85	136	- -	A. M.
105	June 5	Joint Stock Banks Bill,—(On going into Committee):—“That Mr. Speaker do now leave the Chair.”—Whereupon Motion made and Question put, “That the Debate be now adjourned.”	28	55	84	- -	A. M.
190	July 21	———— Third Reading - - - - -	94	14	109	B. M.	
83	May 26	Joint Stock Companies Bill (In the Committee):—Clause 29,—an Amendment proposed.—(<i>Mr. Brown.</i>)	38	71	110	B. M.	
84	” ”	———— (In the Committee):—“That Clause 82 stand part of the Bill.”	133	54	188	B. M.	
100	June 2	———— (On third Reading):—“That Clause 46 stand part of the Bill.”	44	34	79	- -	A. M.
139	” 20	Joint Stock Companies Winding-up Acts Amendment Bill (Lords),—Second Reading.	114	79	194	- -	A. M.

Divisions on Public Business—continued.

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		Joint Stock Companies Winding-up Acts Amendment Bill (Lords)— <i>continued.</i>					
183	July 17	——— (On going into Committee):—"That Mr. Speaker do now leave the Chair."	33	42	76	- -	A. M.
148	June 26	Judges and Chancellor's Bill,—(In the Committee):—"That the Chairman do report Progress, &c."	27	33	61	- -	A. M.
149	" "	——— (In the Committee):—"That the Chairman do now leave the Chair."	24	33	58	- -	A. M.
157	July 1	——— (In the Committee):—"That the Chairman do report Progress, &c."	17	40	58	- -	A. M.
169	" 9	Judgments, Execution, &c. Bill,—(On going into Committee):—"That Mr. Speaker do now leave the Chair."	76	71	148	B. M.	
170	" "	——— (On going into Committee):—Debate arising,—Question put, "That the Debate be now adjourned."	65	75	141	B. M.	
181	" 17	——— (On going into Committee):—"That Mr. Speaker do now leave the Chair."	53	41	95	- -	A. M.
7	Feb. 14	Judicial Bench (Ireland):—Motion for a Return. (<i>Sir John Shelley</i>).—Amendment proposed.—(<i>Mr. Kennedy</i>).—"That the words proposed to be left out stand part of the Question."	136	122	259	- -	A. M.
8	" "	——— Main Question put - - - -	134	123	258	- -	A. M.
46	April 16	Justices of the Peace Qualification Bill,—(In the Committee):—"That the Chairman do report Progress, &c."	117	76	194	B. M.	
76	May 21	——— (In the Committee):—"That the Chairman do report Progress, &c."	99	101	201	B. M.	
77	" "	——— (In the Committee):—"That the Chairman do now leave the Chair."	137	75	213	B. M.	
186	July 18	Leases and Sales of Settled Estates Bill (Lords), —(In the Committee):—Clause (Court not to grant application in any case where applicant has applied for and not obtained a Private Act).—"That the Clause be read a Second time."	86	44	131	B. M.	
35	April 8	Local Dues on Shipping,—(On nomination of Select Committee):—"That Mr. Lowe be a Member."—Debate arising,—Question put, "That the Debate be now adjourned."—(<i>Mr. Horsfall</i>).	69	110	180	B. M.	
37	" 10	——— (On nomination of Select Committee):—"That Mr. Kirk be added to the Committee."—Amendment proposed, to leave out the name of "Mr. Kirk," and to insert the name of "Mr. Beamish" instead thereof.—Question put, "That the name of Mr. Kirk stand part of the Question."	75	96	172	- -	A. M.
138	June 20	Lunatic Asylums (Ireland) (No. 2) Bill,—(In the Committee):—Clause 3,—an Amendment proposed.	84	83	168	B. M.	
42	April 15	Maynooth College:—Motion for a Committee of the whole House to consider the Acts.—(<i>Mr. Spooner</i>).—Amendment proposed.—(<i>Mr. Black</i>).—Question put, "That the words be there added."	23	255	279	B. M.	

Divisions on Public Business—continued.

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		Maynooth College—continued.					
43	April 15	———— Main Question put - - - -	161	185	297	B. M.	
44	" "	———— (In the Committee):—Resolution proposed.—(<i>Mr. Spooner</i>).—Whereupon Motion made and Question put, "That the Chairman do report Progress, &c."—(<i>Mr. Hutchins</i> .)	134	156	291	B. M.	
45	" "	———— (In the Committee):—Original Question put.	161	144	306	B. M.	
144	June 25	Maynooth College Bill,—Second Reading - -	176	170	347	B. M.	
28	April 2	Medical Profession Bill,—(On going into Committee):—"That Mr. Speaker do now leave the Chair."—An Amendment proposed.	83	118	202	B. M.	
192	July 22	Members' Speeches:—Motion, "That, except on certain occasions, no Member do speak for more than half an hour."—(<i>Mr. Wilkinson</i> .)	32	59	92	B. M.	
180	" 17	Mercantile Law Amendment Bill (Lords),—(In the Committee):—"That Clause 6 stand part of the Bill."	97	15	113	B. M.	
198	" 24	Metropolis Local Management Act Amendment (No. 2) Bill,—(On consideration of Lords' Amendments):—"That this House doth disagree with the Lords in the Amendment in page 1, 'Leave out Clause T.'"	10	55	66	B. M.	
176	" 15	Militia Pay Bill,—(In the Committee):—"That Clause 3 stand part of the Bill."	64	46	111	B. M.	
47	April 16	Ministers' Money (Ireland) Bill,—Second Reading.	123	203	327	B. M.	
12	Feb. 28	Monetary System:—Motion for a Select Committee.—(<i>Mr. Muntz</i> .)	70	117	188	B. M.	
140	June 23	National Education (Ireland):—Resolution proposed.—(<i>Mr. Fortescue</i>).—Amendment proposed.—(<i>Mr. Grogan</i>).—Question proposed,— "That the words be there added."—Debate arising,—Question put, "That the Debate be now adjourned."	52	333	386	B. M.	
141	" "	———— Question again proposed,— "That the words be there added."—Whereupon Motion made and Question put, "That the House do now adjourn."	41	330	372	- -	A. M.
142	" "	———— Question put,— "That the words be there added."	97	284	382	- -	A. M.
2	Feb. 7	Naval Administration:—"That a Select Committee be appointed."—(<i>Captain Scobell</i> .)	82	173	256	B. M.	
168	July 8	Naval Officers:—Resolution.—(<i>Captain Scobell</i> .)	33	40	74	B. M.	
36	April 9	Oath of Abjuration Bill,—(Second Reading.)	232	197	430	B. M.	
108	June 9	———— (On Third Reading):—An Amendment proposed.—(<i>Sir F. Thesiger</i> .)	161	112	274	B. M.	
56	April 25	Parochial Schools (Scotland) Bill,—Second Reading.	92	49	142	- -	A. M.
121	June 13	———— (On going into Committee):—"That Mr. Speaker do now leave the Chair."—(<i>Major Cumming Bruce</i> .)	128	92	221	- -	A. M.

Divisions on Public Business—*continued.*

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		Parochial Schools (Scotland) Bill— <i>continued.</i>					
145	June 26	———— (In the Committee):—Clause 7,—an Amendment proposed.—(<i>Mr. Blackburn.</i>)	103	52	156	B. M.	
146	" "	———— (In the Committee):—Clause 9,—an Amendment proposed.—(<i>Sir Graham Montgomery.</i>)	109	53	163	B. M.	
151	" 27	———— (In the Committee):—"That Clause 11 as amended stand part of the Bill."	111	48	160	- -	A. M.
164	July 4	———— Third Reading - - - - -	151	81	233	B. M.	
85	May 26	Partnerships Amendment (No. 2) Bill:—"That the Bill be now read a Second time."—An Amendment proposed.—Debate arising,—Question put, "That the Debate be now adjourned."	77	112	190	- -	A. M.
86	" "	———— Question put,—"That the word 'now' stand part of the Question."	99	68	168	- -	A. M.
161	July 4	———— (On going into Committee):—"That Mr. Speaker do now leave the Chair."	77	63	141	B. M.	
162	" "	———— (In the Committee):—Clause 3,—an Amendment proposed.—(<i>Mr. Gregson.</i>)	85	82	168	B. M.	
163	" "	———— (In the Committee):—Same Clause,—an Amendment proposed.—(<i>Mr. Spooner.</i>)	107	127	235	B. M.	
174	" 14	———— (On Third Reading):—Clause 3,—an Amendment proposed.—(<i>Mr. John George Phillimore.</i>)	110	104	215	B. M.	
119	June 12	Peace Preservation Ireland Bill (Lords),—Second Reading.	79	12	92	- -	A. M.
125	" 17	———— (In the Committee):—"That Clause 2 as amended stand part of the Bill."	100	55	156	B. M.	
17	Mar. 10	Police (Counties and Boroughs) Bill,—Second Reading.	261	108	370	B. M.	
54	April 25	———— (In the Committee):—Clause 1,—an Amendment proposed.—(<i>Mr. Henley.</i>)	270	96	367	B. M.	
55	" "	———— (In the Committee):—"That Clause 2 stand part of the Bill."	200	64	265	B. M.	
63	May 2	———— (In the Committee):—Clause 5,—an Amendment proposed.—(<i>Mr. Headlam.</i>)	79	75	155	B. M.	
64	" "	———— (In the Committee):—Clause 7,—an Amendment proposed.	141	20	162	B. M.	
65	" "	———— (In the Committee):—Clause 10,—an Amendment proposed.—(<i>Lord Henry Lennox.</i>)	177	118	296	B. M.	
66	" "	———— (In the Committee):—"That Clause 10 as amended stand part of the Bill."	192	102	295	B. M.	
71	" 9	———— (In the Committee):—Clause 11,—an Amendment proposed.—(<i>Sir Henry Wilmoughby.</i>)	162	108	271	B. M.	
72	" "	———— (In the Committee):—"That Clause 11 as amended stand part of the Bill."	188	77	266	B. M.	

Divisions on Public Business—*continued*.

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147	June 26	Poor Law Amendment (No 2) Bill,—(On Second Reading):—Debate arising,—Question put,—“That the Debate be now adjourned.”	55	77	133	- -	A. M.
175	July 14	Poor Law Amendment (Scotland) Bill,—Third Reading.	97	27	125	- -	A. M.
118	June 10	Postage Labels:—Mr. Archer's Invention.—Motion for a Select Committee.—(<i>Mr. Whiteside</i> .)	41	59	101	B. M.	
155	July 1	Prisons (Ireland) Bill,—(In the Committee:—Clause 4,—an Amendment proposed.—(<i>Colonel Dunne</i> .)	68	11	80	B. M.	
167	„ 8	Public Health Bill,—(On going into Committee):—“That Mr. Speaker do now leave the Chair.”	63	75	139	B. M.	
32	April 7	Public Works Bill,—(In the Committee):—“That the Chairman do report Progress, &c.”—(<i>Sir Henry Willoughby</i> .)	18	109	128	- -	A. M.
33	„ „	— (In the Committee):—“That the Chairman do report Progress, &c.”—(<i>Mr. Liddell</i> .)	30	81	112	- -	A. M.
117	June 10	Punishment of Death:—Motion for a Select Committee.—(<i>Mr. William Ewart</i> .)	66	160	227	B. M.	
95	May 30	Rating of Mines,—(On Nomination of Select Committee):—“That Mr. Hutchins be one other Member of the said Committee.”—Debate arising,—Question put, “That the Debate be now adjourned.”	13	57	71	- -	A. M.
80	May 22	Reformatory and Industrial Schools Bill,—(In the Committee):—Clause (Youthful offenders may be sent to, and detained in, reformatory schools, &c.)—(<i>Mr. Gordon</i> .)—“That the Clause be read a Second time.”	59	82	142	B. M.	
182	July 17	— On consideration of Lords' Amendments):—“That this House doth disagree with the Lords in the Amendment in p. 8, l. 25.”	48	33	82	- -	A. M.
131	June 19	Registration of Voters (Scotland) Bill,—(On going into Committee):—“That Mr. Speaker do now leave the Chair.”	104	51	155	B. M.	
132	„ „	— (In the Committee):—Clause 55,—an Amendment proposed.—(<i>Mr. Elliott Lockhart</i> .)	61	100	167	B. M.	
68	May 27	Savings Banks (Tralee and Killarney):—“That this House will on Friday next resolve into a Committee to consider an Address to Her Majesty, &c.”—(<i>Captain Daniel O'Connell</i> .)—Amendment proposed.—(<i>Mr. Vance</i> .)—Question put, “That the words proposed to be left out stand part of the Question.”	86	11	98	- -	A. M.
89	„ „	— Main Question put - - - -	41	56	98	- -	A. M.
159	July 2	Scientific and Literary Societies Bill,—(In the Committee):—“That the Chairman do report progress, &c.”	27	119	147	B. M.	
9	Feb. 19	Statutes at Large, &c.:—“That there be prepared an edition of the Statutes at Large, &c.”—(<i>Mr. Robert Phillimore</i> .)	65	166	232	B. M.	

Divisions on Public Business—*continued.*

Number of the Printed Division Lists.	DATE.	SUBJECT OF THE DIVISION.	Ayes (Tellers included).	Noes (Tellers included).	Aggregate Number of Members in the House (Speaker or Chairman included).	Before Midnight.	After Midnight.
27	April 7	Supply (On going into Committee):—"That Mr. Speaker do now leave the Chair."—Amendment proposed,—“Billeting Soldiers on Private Families in Scotland.”—(<i>Mr. Cavan.</i>)—"That the words proposed to be left out stand part of the Question."	118	141	260	B. M.	
123	June 16	— (On going into Committee):—"That Mr. Speaker do now leave the Chair."—Amendment proposed, for a Committee of the whole House on an Address praying Her Majesty to direct that the Regulation Value of Commissions of Officers who died of Cholera in the late War, may be paid to their representatives.—(<i>Colonel Knox.</i>)—"That the words proposed to be left out stand part of the Question."	83	41	125	B. M.	
150	" 27	— (On going into Committee):—"That Mr. Speaker do now leave the Chair."—Amendment proposed, for an Address praying Her Majesty to issue a Commission to determine the site of the New National Gallery."—(<i>Lord Elcho.</i>)—"That the words proposed to be left out stand part of the Question."	147	155	303	B. M.	
153	" 30	— (On going into Committee):—"That Mr. Speaker do now leave the Chair."—Amendment proposed,—“That the conduct of Her Majesty's Government in the differences with the United States respecting enlistment has not entitled them to the approbation of the House.”—(<i>Mr. Moore.</i>)—"That the words proposed to be left out stand part of the Question."—Debate arising,—Question put, "That the Debate be now adjourned."	112	222	335	B. M.	
156	July 1	— (On going into Committee):—Question put, "That the words proposed to be left out stand part of the Question."	276	82	359	- -	A. M.
18	Mar. 14	— (In the Committee):—"That £. 25,400 be granted for defraying the charge of Rewards for Distinguished Services, &c."—Whereupon Motion made and Question put, "That £. 25,300 be granted."—(<i>Mr. Layard.</i>)	11	84	96	B. M.	
19	" "	— (In the Committee):—"That £. 32,096 be granted for defraying the charge of Chelsea and Kilmainham Hospitals."—Whereupon Motion made and Question put, "That £. 32,046 be granted."—(<i>Mr. Spooner.</i>)	17	91	109	B. M.	
20	" 31	— (In the Committee):—"That £. 91,684 be granted to defray the Expense of Royal Parks, Pleasure-grounds, &c."—Whereupon Motion made and Question proposed, "That £. 86,684 be granted."—(<i>Sir Henry Willoughby.</i>)—Afterwards, Motion made and Question put, "That £. 69,544 be granted."—(<i>Mr. Bowyer.</i>)	37	121	159	B. M.	
21	" "	— (In the Committee):—Question put, "That £. 86,684 be granted to defray the Expense of Royal Parks, Pleasure-grounds, &c."—(<i>Sir Henry Willoughby.</i>)	30	99	130	B. M.	
22	" "	— (In the Committee):—Original Question again proposed.—Whereupon Motion made and Question put, "That £. 89,509 be granted to defray the expense of Royal Parks, Pleasure-grounds, &c."—(<i>Mr. Bowyer.</i>)	21	85	107	B. M.	
25	April 4	— (In the Committee):—"That £. 227,841 be granted for Public Education in Ireland."—Whereupon Motion made and Question put, "That £. 212,736 be granted."—(<i>Mr. William Williams.</i>)	40	146	187	B. M.	

Divisions on Public Business—*continued.*

Number of the Printed Division List.	DATE.	SUBJECT OF THE DIVISION.	Ayes (Tellers included).	Noes (Tellers included).	Aggregate Number of Members in the House (Speaker or Chairman included).	Before Midnight.	After Midnight.
		Supply— <i>continued.</i>					
26	April 4	———— (In the Committee):—Original question again proposed.—Whereupon Motion made and Question put, “That £. 220,641 be granted for public education in Ireland.—(<i>Mr. Mowbray.</i>)	43	128	172	B. M.	
28	” 7	———— (In the Committee):—“That £. 2,975 be granted to pay the Salaries, &c., of the Theological Professors of the General Assembly’s College at Belfast, &c.”—Whereupon Motion made and Question put, “That £. 2,375 be granted.”—(<i>Mr. Heyworth.</i>)	33	87	121	B. M.	
29	” ”	———— (In the Committee):—Original Question again proposed.—Whereupon Motion made and Question put, “That £. 2,675 be granted to pay the Salaries, &c., of the Theological Professors of the General Assembly’s College at Belfast, &c.”—(<i>Mr. Spooner.</i>)	44	90	135	B. M.	
30	” ”	———— (In the Committee):—Original Question again proposed.—Whereupon Motion made and Question put, “That £. 2,725 be granted to pay the Salaries, &c., of the Theological Professors of the General Assembly’s College at Belfast, &c.”—(<i>Mr. Cheetham.</i>)	38	110	149	B. M.	
31	” ”	———— (In the Committee):—“That £. 17,639 be granted to defray the Expenses of the National Gallery.”—Whereupon Motion made and Question put, “That £. 16,989 be granted.”—(<i>Mr. Otway.</i>)	74	154	229	B. M.	
39	” 14	———— (In the Committee):—“That £. 24,728 be granted to defray the charge of the Salaries of West India Governors, &c.”—Whereupon Motion made and Question put, “That £. 19,428 be granted.”—(<i>Mr. William Williams.</i>)	5	271	277	B. M.	
40	” ”	———— (In the Committee):—“That £. 1,295 be granted to defray the Expense of the Foundling Hospital Department of the House of Industry, Dublin.”—Whereupon Motion made and Question put, “That £. 1,165 10 s. be granted.”—(<i>Mr. Alexander Hastie.</i>)	34	189	224	B. M.	
41	” ”	———— (In the Committee):—“That £. 11,790 be granted towards the Expense of the House of Industry, &c., Dublin.”—Whereupon Motion made and Question put, “That £. 10,611 be granted.”—(<i>Mr. Alexander Hastie.</i>)	35	182	218	B. M.	
48	April 18	———— (In the Committee):—“That £. 39,054 be granted for the Expense of Non-conforming, Seceding, and Protestant Dissenting Ministers in Ireland.”—Whereupon Motion made and Question put, —“That £. 1,414. 5 s. 4 d. be granted.”—(<i>Mr. Pellatt.</i>)	62	232	295	B. M.	
49	” ”	———— (In the Committee):—Original Question again proposed. — Whereupon Motion made and Question put, “That £. 35,956. 7 s. 5 ½ d. be granted for the Expense of Non-conforming, Seceding, and Protestant Dissenting Ministers in Ireland.”—(<i>Mr. Hadfield.</i>)	41	216	258	B. M.	
50	” ”	———— (In the Committee):—Original Question again proposed. — Whereupon Motion made and Question put, “That £. 38,554 be granted for the Expense of Non-conforming, Seceding, and Protestant Dissenting Ministers in Ireland.”—(<i>Mr. Kershaw.</i>)	42	200	243	B. M.	

Divisions on Public Business—*continued.*

Number of the Printed Division Lists.	DATE.	SUBJECT OF THE DIVISION.	Ayes (Tellers included).	Noes (Tellers included).	Aggregate Number of Members in the House (Speaker or Chairman included).	Before Midnight.	After Midnight.
		Supply— <i>continued.</i>					
51	April 18	———— (In the Committee):—Original Question again proposed.—Whereupon Motion made and Question put, “That the Chairman do report Progress, &c.”— <i>Mr. Crossley.</i>)	18	213	232	B. M.	
52	” 21	———— In the Committee):—“That £. 18,626 be granted to defray the Expense of the General Board of Health.”—Whereupon Motion made and Question put, “That £. 18,326 be granted.”—(<i>Mr. Miles.</i>)	65	156	222	B. M.	
96	June 2	———— (In the Committee):—“That £. 3,461 be granted towards the Expenses of the Ecclesiastical Commissioners for England.”	168	68	237	B. M.	
97	” ”	———— (In the Committee):—“That £. 16,022 be granted for the Salaries and Expenses of the Charity Commission.”—Whereupon Motion made and Question put, “That £. 13,390 be granted.”—(<i>Mr. William Williams.</i>)	42	148	191	B. M.	
98	” ”	———— (In the Committee):—“That £. 1,911 be granted for the Salaries and Expenses of the Statute Law Commission.”	72	56	129	B. M.	
99	” ”	———— (In the Committee):—“That £. 13,500 be granted for the Salaries and Expenses of the Board of Fisheries, Scotland.”	164	41	206	B. M.	
103	” 5	———— (In the Committee):—“That £. 7,338 be granted for the Constabulary Police at Aldershot.”	133	16	150	B. M.	
104	” ”	———— (In the Committee):—“That £. 35,753 be granted for an Embankment and Roadway between Battersea and Vauxhall Bridges, &c.”	111	68	180	B. M.	
106	” 6	———— (In the Committee):—“That £. 2,000 be granted to form a Gallery of Portraits of the most Eminent Persons in British History.”	99	30	130	B. M.	
107	” ”	———— (In the Committee):—“That £. 24,700 be granted for constructing a Road through Saint James's Park, and a Foot Bridge over the Ornamental Water.”	72	194	267	B. M.	
120	” 13	———— (In the Committee):—“That £. 3,500 be granted for a Suspension Bridge for Foot Passengers in St. James's Park.”	184	97	282	B. M.	
133	” 19	———— (In the Committee):—“That £. 38,404 be granted towards defraying the charge of the Educational and Scientific Branches.”—Whereupon Motion made and Question put, “That £. 30,404 be granted.”—(<i>Mr. Edward Ellice.</i>)	71	162	234	B. M.	
124	” 16	———— (On Report):—Resolution,—“That £. 3,500 be granted for a Suspension Bridge for Foot Passengers in St. James's Park.”—Question put, “That this House doth agree with the Committee in the said Resolution.”	121	95	217	- -	A. M.
101	” 4	Tenant Right (Ireland) Bill,—Second Reading -	90	61	152	B. M.	
187	July 18	Vice-President of Committee of Council on Education Bill (Lords).—(In the Committee):—“That the Chairman do report Progress, &c.”	32	93	126	B. M.	
188	” ”	———— (In the Committee):—Clause 1,—an Amendment proposed.	80	49	130	B. M.	
191	” 22	———— Third Reading - - - - -	79	37	117	B. M.	

DIVISIONS ON PRIVATE BUSINESS.

Number of the Printed Division Lists.	DATE.	SUBJECT OF THE DIVISION.	Ayes (Tellers included).	Noes (Tellers included).	Aggregate Number of Members in the House (Speaker or Chairman included).	Before Midnight.	After Midnight.
3	Feb. 12	Colnbrook, Datchet, and Slough Road Bill,— Second Reading.	103	68	172	B. M.	
4	„ „	Conway and Llandudno Road Bill,—Second Reading.	181	42	224	B. M.	
14	Mar. 3	Imperial Hotel Company Bill,—Second Reading	74	66	141	B. M.	
13	Feb. 29	London Diocesan Church Building Society Bill, —Second Reading.	137	22	160	B. M.	
143	June 24	Nawab of Surat Treaty Bill,—Third Reading -	215	30	246	B. M.	

W^m R. S. Rose,
Public Bill Office.

DIVISIONS OF THE HOUSE.

RETURN of the Number of DIVISIONS of THE House in the present Session; stating the Subject of the Division, and the Number of Members in the Majority and Minority, Tellers included; also, the AGGREGATE NUMBER in the House on each Division; distinguishing the Divisions on PUBLIC BUSINESS from PRIVATE, and also the Number of Divisions before and after Midnight (in continuation of Parliamentary Paper, No. 492, of Sess. 1854-5).

(*Mr. Brotherton.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1856.*

PRIVATE BILLS. ---

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

RETURNS “of the Number of PRIVATE BILLS introduced and brought from The HOUSE of LORDS, and of ACTS passed in the present Session, classed according to the following Subjects:—Railways; Roads and Bridges; Waterworks; Ports; Piers; Harbours and Docks; Canals and Navigations; Churches, Chapels, and Burying Grounds; Paving, Lighting and Improving; Gaols and other County Buildings; Inclosures; Small Debts Courts; and all other Bills and Acts:”

“Of all the PRIVATE BILLS which, in the present Session, have been treated as Opposed Bills; specifying those which have been classified in Groups by the Committee of Selection, or by the General Committee on Railway and Canal Bills; together with the Names of the Selected Members who served on each Committee; the First and also the Last Day of the Sitting of each Committee; the Number of Days on which each Committee sat; the Number of Days on which each Selected Member has served; the Bills the Preambles of which were reported to have been Proved; the Bills the Preambles of which were reported to have been Not Proved; the Bills referred back to the Committee of Selection, or to the General Committee on Railway and Canal Bills, as having become Unopposed; and the Bills Withdrawn, or not proceeded with by the Parties:”

“And, of all PRIVATE BILLS which, in the present Session, have been referred by the Committee of Selection to the Chairman of the Committee of Ways and Means; together with the Names of the Members who served on each Committee; the Number of Days on which each Committee sat; and the Number of Days on which each Member attended (in continuation of Parliamentary Paper, No. 485, of Session 1854-5).”

(*Mr. Brotherton.*)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

P R I V A T E B I L L S .

RETURN of the Number of PRIVATE BILLS introduced, and brought from the HOUSE of LORDS; and of ACTS passed in 1856, classed according to the following Subjects:—Railways; Roads and Bridges; Waterworks; Ports, Piers, Harbours, and Docks; Canals and Navigations; Churches, Chapels, and Burying Grounds; Paving, Lighting, and Improving; Gaols and other County Buildings; Inclosures and Drainage; Small Debts Courts; and all other Bills and Acts.

Number of Private Bills introduced	-	-	-	-	-	-	-	183
Brought from the Lords	-	-	-	-	-	-	-	16
TOTAL								199

NUMBER of BILLS which have received the ROYAL ASSENT.

Railways	-	-	-	-	-	-	-	-	-	59
Roads and Bridges	-	-	-	-	-	-	-	-	-	28
Waterworks	-	-	-	-	-	-	-	-	-	15
Ports, Piers, Harbours, and Docks	-	-	-	-	-	-	-	-	-	3
Canals and Navigations	-	-	-	-	-	-	-	-	-	1
Churches, Chapels, and Burying Grounds	-	-	-	-	-	-	-	-	-	—
Paving, Lighting, and Improving	-	-	-	-	-	-	-	-	-	19
Gaols and other County Buildings	-	-	-	-	-	-	-	-	-	1
Inclosures and Drainage	-	-	-	-	-	-	-	-	-	2
Miscellaneous	-	-	-	-	-	-	-	-	-	17
Small Debts Courts	-	-	-	-	-	-	-	-	-	—
Letters Patent	-	-	-	-	-	-	-	-	-	—
Lords' Bills	-	-	-	-	-	-	-	-	-	16
TOTAL										161

Private Bill Office, }
29 July 1856. }

R. K. Gibbons.

OPPOSED PRIVATE BILLS.

RETURN of all the PRIVATE BILLS which, in the present Session, have been treated as Opposed Bills; specifying those which have been classified in GROUPS by the COMMITTEE of SELECTION, or by the GENERAL COMMITTEE ON RAILWAY AND CANAL BILLS; together with the Names of the Selected Members who served on each Committee; the First and also the Last Day of the Sitting of each Committee; the Number of Days on which each Committee sat; the Number of Days on which each Selected Member has Served; the Bills the Preambles of which were reported to have been Proved; the Bills the Preambles of which were reported to have been Not Proved; the Bills referred back to the Committee of Selection, or to the General Committee on Railway and Canal Bills, as having become Unopposed; and the Bills Withdrawn, or not proceeded with by the Parties.

Note.—The Groups to which a Number is affixed, contain Railway and Canal Bills. The Groups to which a Letter is affixed contain Private Bills other than Railway and Canal Bills.

NAMES OF MEMBERS Selected.	Number of Days on which each Selected Member attended.	Number of Days on which Committee sat.	First Sitting of Committee.	Last Sitting of Committee.	NAMES OF BILLS.	Preamble Proved.	Preamble not Proved.	Referred, as having become Unopposed.	Withdrawn.	REMARKS.
GROUP 1.	-	5	May 1	May 8	1. Westminster Terminus Railway.	- preamble proved.				
Mr. Baillie, Chairman	5				2. Mid Kent Direct Railway (Bromley to St. Mary's Cray).	- preamble proved.				
Mr. Knatchbull -	5				3. Metropolitan Railway	- preamble proved.				
Mr. Blake -	4									
Mr. Hastings Russell -	5									
Mr. Wells -	4									
GROUP 2.	-	7	April 29	June 2	1. Darenth Valley Railway	-	-	-	withdrawn.	
Mr. Lascelles, Chairman.	6				2. Epsom and Leatherhead Railway.	- preamble proved.				
Colonel Dunne -	6				3. West London and Crystal Palace Railway.	- preamble proved.				
Mr. Marjoribanks -	6				4. Wimbledon and Croydon Railway.	- preamble proved.				
Mr. G. F. Heneage -	7									
Mr. Hutt -	5									
GROUP 3.	-	6	May 20	June 4	1. Dorset Central Railway	-	-	-	referred.	
Sir W. Somerville, Chairman.	6				2. Glastonbury and Bruton Railway.	-	-	-	referred.	
Mr. Dent -	5				3. Salisbury Market Branch Railway and Market House.	-	-	-	referred.	
Mr. Stirling -	6				4. Lymington Railway.	- preamble proved.				
Mr. Grenfell -	6				5. Isle of Wight Steam Bridge and Approaches.	- preamble proved.				
Mr. Sawle -	6									
GROUP 4.	-	4	May 1	May 9	1. Luton, Dunstable, and Welwyn Junction Railway.	- preamble proved.				
Sir E. Hayes, Chairman	4				2. London, Tilbury, and Southend (Extension and Branches) Railway.	- preamble proved.				
Mr. Patrick O'Brien -	4				3. Tottenham and Hornsey Junction Railway.	-	-	-	preamble not proved.	
Mr. Bell -	4									
Sir A. Agnew -	4									
Mr. Heathcote -	4									
GROUP 5.	-	13	April 17	May 7	1. Eastern Counties Railway	- preamble proved.				
Earl of March, Chairman.	13				2. Eastern Union Railway	- preamble proved.				
Colonel Greville -	12				3. Lowestoft and Beccles Railway.	- preamble proved.				
Mr. Holland -	13				4. Yarmouth and Haddiscoe Railway.	- preamble proved.				
Mr. C. Forster -	13				5. Norfolk Railway	- preamble proved.				
Mr. Laslett -	13									
GROUP 6.	-	3	April 29	May 5	1. Cannock Mineral Railway	-	-	-	preamble not proved.	
Sir E. Perry, Chairman.	3									
Sir. H. Maddock -	3									
Mr. Gurney -	3									
Mr. Hume -	3									
Mr. Kendall -	3									

NAMES OF MEMBERS						Preamble	Preamble			
Selected.	Number of Days on which each Selected Member attended.	Number of Days on which Committee sat.	First Sitting of Committee.	Last Sitting of Committee.	NAMES OF BILLS.	Proved.	not Proved.	Referred, as having become Unopposed.	Withdrawn.	REMARKS.
GROUP 7.	- -	21	April 24	June 3	1. London and North Western Railway. 2. Oxford, Worcester, and Wolverhampton Railway (Extension of Time). 3. Shrewsbury and Hereford Railway. 4. Shrewsbury and Welchpool Railway. 5. Severn Valley Railway - 6. Oxford, Worcester, and Wolverhampton Railway (Additional Capital). 7. Vale of Clwyd Railway - 8. Worcester and Hereford Railway.	- preamble proved. - preamble proved. - preamble proved. - preamble proved. - preamble proved. - preamble proved. - - - -	- -	- referred. -	- withdrawn.	Mr. Franklyn was, by Order of the House of the 9th May, discharged from further attendance, and Mr. Oakes was added to the Committee in his place.
GROUP 8.	- -	16	April 24	May 27	1. Carmarthen and Cardigan Railway. 2. Ely Tidal Harbour and Railway. 3. Swansea Vale Railway - 4. Forest of Dean Central Railway. 5. Rhosydd Railway - -	- preamble proved. - preamble proved. - preamble proved. - preamble proved. - -	- -	- referred.	-	Mr. Black was, by Order of the House of 5th May, discharged from further attendance. Mr. Baldock was added to the Committee by Order of the House of the 6th May.
GROUP 9.	- -	24	April 29	June 25	1. Fleetwood, Preston, and West Riding Junction Railway. 2. Midland Railway - - 3. North Western Railway - 4. Stockton and Darlington, and Newcastle and Carlisle Union Railway.	- preamble proved. - - - preamble proved. - -	- -	referred. referred.	-	The North Western Railway Bill was twice re-committed.
GROUP 10.	- -	31	April 15	June 11	1. Alford Valley Railway - 2. Aberdeen and Scottish Midland Junction Railway Companies Amalgamation. 3. Formantine and Buchan Railway. 4. Inverness and Aberdeen Junction Railway. 5. Morayshire Railway - - 6. Aberdeen, Peterhead and Fraserburgh Railway. 7. Deeside and Alford Valley Railway.	- preamble proved. - preamble proved. - - - preamble proved. - - - preamble proved. - -	- - preamble not proved. -	- referred. - preamble not proved.	-	Mr. Bowyer was, by Order of the House of the 6th May, discharged from further attendance.
GROUP 11.	- -	16	May 20	June 12	1. Denny Junction Railway - 2. Scottish Central (Branch to Denny) Railway. 3. West of Fife Mineral Railway.	- preamble proved. - preamble proved. - -	- -	- referred.	-	
GROUP 12.	- -	3	May 23	May 26	1. Castle Douglas and Dumfries Railway. 2. Maybole and Girvan Railway. 3. North British Railway -	- - preamble proved. - -	- -	referred. referred.	-	
GROUP 13.	- -	7	April 10	April 24	1. Cork and Youghall Railway 2. Ulster Railway - - 3. Midland Great Western Railway of Ireland. 4. North Western Railway of Ireland.	- preamble proved. - preamble proved. - - - -	- - preamble not proved. -	- -	- withdrawn.	
GROUP 14.	- -	3	June 17	June 23	1. Dunblane, Doune and Callander Railway. 2. Perth, Almond Valley, and Methven Railway. 3. Stirling and Dunfermline Railway.	- preamble proved. - preamble proved. - preamble proved.	- -	- -	-	

RETURN OF PRIVATE BILLS which have been treated as Opposed Bills—continued.

Names of Members Selected.	Number of Days on which each Selected Member attended.	Number of Days on which Committee sat.	First Sitting of Committee.	Last Sitting of Committee.	Names of Bills.	Preamble Proved.	Preamble not Proved.	Referred, as having become Unopposed.	Withdrawn.	REMARKS.
<i>The following Bill was not Grouped.</i>										
Mr. Beckett, Chairman	2	2	May 22	May 23	London and South Western Railway (Yeovil to Exeter).	- preamble proved.				
Mr. Scholefield -	2									
Mr. Crook -	2									
Mr. Smollett -	2									
Mr. Burrowes -	2									
GROUP A.										
Mr. Freshfield, Chair- man.	3	3	Mar. 4	Mar. 11	1. Cheltenham Gas - -	- -	- -	referred.		
Mr. Child -	2				2. Lancaster Gas - -	- preamble proved.				
Mr. Pilkington -	3				3. Weymouth and Melcombe Regis Gas.	- -	- -	referred.		
Mr. Barnes -	3									
Mr. Jolliffe -	3									
GROUP B.										
Mr. Adderley, Chairman	5	5	Mar. 4	Mar. 10	1. Cambridge University and Town.	- preamble proved.				
Mr. Brockman -	4									
Mr. Bramley Moore -	5									
Mr. F. Dundas -	5									
Mr. G. H. C. Byng -	4									
GROUP C.										
Mr. Barrow, Chairman	5	5	Mar. 6	Mar. 28	1. Shrewsbury Water - -	- preamble proved.				
Viscount Emlyn -	5				2. Tormoham Water - -	- preamble proved.				
Mr. Wickham -	5				3. Chorley Water - -	- preamble proved.				
Mr. Cobbold -	4									
Mr. L. V. Vernon -	5									
GROUP D.										
Mr. Moody, Chairman	12	16	April 8	May 2	1. Edinburgh Municipality -	- preamble proved.				
Mr. Rice -	16				2. Edinburgh Water - -	- preamble proved.				
Mr. H. Brown -	15				3. Perth Burgh and Harbour -	- preamble proved.				
Mr. Acton -	16									
Mr. Hulford -	16									
GROUP E.										
Mr. Bentinck, Chairman	1	1	April 25	April 25	1. Glasgow Court Houses and Public Offices.	- preamble proved.				
Mr. Greenall -	1				2. Glasgow Paving - -	- preamble proved.				
Earl of Lisburne -	1									
Sir R. G. Booth -	1									
Mr. Morgan -	0									
GROUP F.										
Mr. Cowan, Chairman	5	5	April 8	April 15	1. Bath Gas - - - -	- preamble proved.				
Mr. Farrer -	5				2. Worksop Gas - - - -	- preamble proved.				
Mr. G. S. Duff -	4				3. Wakefield Gas - - - -	- - - -	- - - -	referred.		
Mr. Palk -	5									
Mr. Lee -	5									
GROUP G.										
Mr. Packe, Chairman -	7	3	April 10	May 20	1. North Shields and Tyne- mouth Dock.	- - - -	- - - -	- - - -	withdrawn.	
Mr. Blackburn -	7				2. Middlesborough Extension and Improvement.	- preamble proved.				
Sir G. Forster -	7									
Mr. Baird -	7									
Mr. H. Wyndham -	8									
GROUP H.										
Viscount Barrington, Chairman.	3	3	April 17	April 22	1. Leeds Improvement Act Amendment.	- preamble proved.				
Mr. Heywood -	3				2. Leeds Water - - - -	- preamble proved.				
Mr. Knightley -	3									
Viscount Bimley -	3									
Mr. Warner -	3									
GROUP J.										
Sir J. Walsh, Chairman	3	3	May 22	May 26	1. Clay Cross Water - -	- - - -	- - - -	referred.		
Mr. Dod -	3				2. Grand Junction Water -	- preamble proved.				
Colonel French -	3				3. Gloucester Gas (No. 2.) -	- preamble proved.				
Mr. Heard -	3									
Mr. Luce -	2									
GROUP L.										
Mr. Hildyard, Chair- man.	2	2	May 22	May 23	1. Deeping Fen Drainage -	- preamble proved.				Mr. Bateson was, by Order of the House of the 22d May, dis- charged from further attendance, owing to indisposition.
General Buckley -	2				2. Crystal Palace Company -	- preamble proved.				
Mr. Bateson -	0									
Mr. Booker Blakemore	2									
Mr. P. W. Martin -	2									

RETURN OF PRIVATE BILLS which have been treated as Opposed Bills—*continued*.

NAMES of MEMBERS Selected.	Number of Days on which each Selected Member attended.	Num ber of Days on which Committee sat.	First Sitting of Committee.	Last Sitting of Committee.	NAMES of BILLS.	Preamble Proved.	Preamble not proved.	Referred, as having become Unopposed.	Withdrawn.	REMARKS.
GROUP M.										
Sir W. Clay, Chair- man.	19	19	May 2	June 11	1. Bournemouth Improvement and Pier.	- preamble proved.				Sir E. Dering was, by Order of the House of the 5th May, discharged from further attend- ance, and Sir W. Gallwey was added to the Committee.
Mr. Fergus -	16				2. Birkenhead Docks - -	- -	- preamble not proved.			
Mr. Esmonde -	14				3. Birkenhead Improvement Commissioners.	- preamble proved.				
Sir E. Dering -	1									
Sir J. Paxton -	17									
Sir W. Gallwey -	15									
GROUP N.										
Sir J. Buller East, Chairman.	5	5	May 5	May 9	1. Norwich Union Life Assur- ance Society.	- -	- -	- -	withdrawn.	
Mr. Crossley -	5				2. Cork Bridges, Waterworks, &c.	- preamble proved.				
Mr. Crook -	5									
Viscount Raynham -	5									
Mr. Ingram -	5									
GROUP O.										
Col. Pennant, Chair- man.	19	19	April 22	June 13	1. Barnsdale and Leeds Roads	- preamble proved.				By Order of the House of the 7th April, the Committee of Selection were em- powered to refer all Road Bills, whether opposed or unop- posed, to Committees of Selected Members.
Earl Jermyn -	12				2. Halifax and Huddersfield Road.	- preamble proved.				
Mr. G. H. Cavendish -	19				3. Knaresborough and Green Hammerton Road.	- preamble proved.				
Mr. Wyvill -	19				4. Knaresborough and Pateley Bridge Road.	- preamble proved.				
Sir H. Stracey -	19				5. Stockton and Middlesborough New Road and Bridge.	- preamble proved.				
					6. Bawtry and Tinsley Road -	- preamble proved.				
					7. Rotherham and Barnley Moor.	- preamble proved.				
					8. Godley Lane Road -	- preamble proved.				
					9. Cleobury North, &c., Dis- trict Roads.	- preamble proved.				
GROUP P.										
Mr. Wrightson, Chair- man.	15	15	April 15	June 2	1. Luton District Roads -	- preamble proved.				
Mr. Mundy -	14				2. Monmouth Roads - -	- preamble proved.				
Col. Smyth -	12				3. Sleaford and Tattershall Roads.	- preamble proved.				
Earl of Annesley -	12				4. Conway and Llandudno Road.	- preamble proved.				
Mr. Ridley -	15				5. Crowland and Eye Road -	- preamble proved.				
					6. Uttoxeter and Blythe Marsh Road.	- preamble proved.				
					7. Blackburn, &c., Roads -	- preamble proved.				
					8. Kettering and Newport Pag- nell Road.	- preamble proved.				
					9. Honiton and Sidmouth Road	- preamble proved.				
					10. Donnington Turnpike Trust.	- preamble proved.				
GROUP Q.										
Viscount Galway, Chairman.	23	23	April 24	June 10	1. Antrim and Coleraine Road	- preamble proved.				- preamble not proved.
Lord H. Bentinck -	21				2. Brough and Eamont Bridge Road.	- preamble proved.				
Sir J. R. Carnac -	23				3. Colnebrook, Datchet, and Slough Road.	- -	- preamble not proved.			
Mr. Colvile -	22				4. Leicester and Welford Road	- preamble proved.				
Mr. Evelyn -	23				5. Lewes, Eastbourne, and Hailsham Road.	- preamble proved.				
					6. Penrith and Cockermouth Roads.	- preamble proved.				
					7. Renfrewshire Roads - -	- preamble proved.				
					8. Stockport and Warrington Road.	- preamble proved.				
					9. Wem and Brongarth Roads	- preamble proved.				

The following Bill was not Grouped.

Mr. Cardwell, Chairman	10	10	April 28	June 5	Nawab of Surat - - -	- preamble proved.				
Mr. Napier -	8									
Mr. G. M. Butt -	10									
Mr. H. S. Keating -	9									
Mr. Atherton -	10									

The Committee dropped on the 28th May, but was revived in the House on the 30th May; and power was given to make a special report.

UNOPPOSED PRIVATE BILLS.

RETURN of all PRIVATE BILLS which, in the present Session, have been referred by the Committee of Selection to the CHAIRMAN of the COMMITTEE of WAYS and MEANS; together with the Names of the Members who served on each Committee; the Number of Days on which each Committee sat; and the Number of Days on which each Member attended.

NAME OF BILL.	Number of Days on which each Committee sat.	NAMES OF MEMBERS.
Baginbun and Wexford Railway - - -	1	Mr. FitzRoy. Mr. Brotherton.
Banbridge Junction Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Bardney, &c. Drainage - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Bell's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Boston Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Blenheim Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Butterwick's Estate - - - - -	1	Mr. FitzRoy. Mr. Hastings Russell.
Brydge's Estate - - - - -	1	Mr. FitzRoy. Mr. Apsley Pellatt.
Canada Company - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Masterman.
Castle Douglas and Dumfries Railway - - -	1	Mr. FitzRoy. Mr. Brotherton.
Ceylon Railway Company - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Mowatt.
Cheltenham Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Clarke Thornhill's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Clay Cross Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Jackson.
Colne Valley, and Halstead Railway - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Colonial Bank - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Masterman.
Coventry (City) Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Cairness Estate - - - - -	2	Mr. FitzRoy. Mr. Brotherton.
Dallington's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Dawson's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. G. H. Cavendish.
Dewsbury, Batley, and Heckmond-Wike Water -	2	Mr. FitzRoy. Mr. Brotherton.
Doddington Rectory Division - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. H. B. Coles.

(continued)

RETURN of Private Bills, treated as Unopposed Bills—*continued.*

NAME OF BILL.	Number of Days on which each Committee sat.	NAMES OF MEMBERS.
Dorset Central Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Dundee Harbour - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Duncan.
East of Fife Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Masterman.
East Somerset Railway - - - - -	2	Mr. FitzRoy. Mr. Brotherton.
East Indian Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Filey Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Lord Hotham.
Gainsborough Gas - - - - -	3	Mr. FitzRoy. Mr. Brotherton. Mr. Hadfield.
Gravesend Improvement - - - - -	2	Mr. FitzRoy. Mr. Brotherton.
Glastonbury and Bruton Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Hampstead Junction Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Haslingden and Rawtenstall Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. H. B. Coles.
Heywood Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Brown.
Imprisoned Debtors' Discharge Society - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Ingham's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. G. H. Cavendish.
Knottingley Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Lands Improvement Company of Scotland - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. W. Lockhart.
Lambeth Water - - - - -	2	Mr. FitzRoy. Mr. Brotherton. Mr. Farrer.
Llanidloes and Newtown Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Lincoln Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
London Dock - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Masterman.
London, Tilbury, and Southend Railway (Increase of Capital).	2	Mr. FitzRoy. Mr. Brotherton. Mr. H. B. Coles.
London Diocesan Church Building Society - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
London Printing and Publishing Company - - - - -	1	Mr. FitzRoy. Mr. Brotherton.

RETURN of Private Bills, treated as Unopposed Bills—*continued.*

NAME OF BILL.	Number of Days on which each Committee sat.	NAMES OF MEMBERS.
Londonderry and Enniskillen Railway - - -	2	Mr. FitzRoy. Mr. Brotherton.
Luton District Road - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Midland Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Milford Junction Railway - - - - -	2	Mr. FitzRoy. Mr. Brotherton.
Morayshire Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
North British Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Rhosydd Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Salisbury Market Branch Railway and Market House	1	Mr. FitzRoy. Mr. Brotherton.
St. Ives and West Cornwall Junction Railway -	1	Mr. FitzRoy. Mr. Brotherton.
Scarborough Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Sir J. Johnstone.
Severn Navigation Improvement Commissioners -	1	Mr. FitzRoy. Mr. Oliveira.
Shipton's Disabilities Removal - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Sittingbourne and Sheerness Railway - - -	2	Mr. FitzRoy. Mr. Brotherton.
Southport Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. H. B. Coles.
Stockton and Darlington, and Newcastle and Carlisle Union Railway.	1	Mr. FitzRoy. Mr. Oliveira.
Stotfield and Lossiemouth Harbour Improvement, changed to "Elgin and Lossiemouth Harbour Amendment."	1	Mr. FitzRoy. Mr. Brotherton. Mr. G. S. Duff.
Swinnerton's Name - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Mowatt.
Thames Haven Dock and Railway - - -	2	Mr. FitzRoy. Mr. Brotherton. Mr. Waddington. (1)
Thoroton's and Croft's Estate - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Vale of Clywd Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.
Wandsworth and Putney Gas - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Wainman's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Walmisley's Estate - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Waveney Valley Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Wakefield Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
West of Fife Railway - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Oliveira.

(continued)

RETURN of Private Bills, treated as Unopposed Bills—*continued.*

NAME OF BILL.	Number of Days on which each Committee sat.	NAMES OF MEMBERS.
West Ham Gas - - - - -	1	Mr. FitzRoy. Mr. Brotherton.
Weymouth and Melcombe Regis Gas - - -	1	Mr. FitzRoy. Mr. Brotherton. Colonel Freestun.
Wolverhampton Water - - - - -	1	Mr. FitzRoy. Mr. Brotherton. Mr. Thornely.

UNOPPOSED PRIVATE BILLS.

NAMES OF MEMBERS.	Number of Days on which each Member Attended,
Mr. FitzRoy - - - - -	32
Mr. Brotherton - - - - -	30
Mr. Brown - - - - -	1
Mr. G. H. Cavendish - - - - -	1
Mr. H. B. Coles - - - - -	3
Mr. G. T. Duff - - - - -	1
Mr. Duncan - - - - -	1
Mr. Farrer - - - - -	1
Mr. Freshfield - - - - -	1
Colonel Freestun - - - - -	1
Lord Hotham - - - - -	1
Mr. Hadfield - - - - -	2
Sir John Johnstone - - - - -	1
Mr. Jackson - - - - -	1
Mr. William Lockhart - - - - -	1
Mr. Masterman - - - - -	1
Mr. Mowatt - - - - -	2
Mr. Pellatt - - - - -	1
Mr. Oliveira - - - - -	5
Mr. Hastings Russell - - - - -	1
Mr. Thornely - - - - -	1
Mr. Waddington - - - - -	1

Department of Chairman of Ways and Means, }
26 July 1856.

Alfred Bonham Carter.

GENERAL SUMMARY of RETURNS relating to PRIVATE BILLS for Sess. 1856.

The Number of Private Bills introduced	- - - - -	183.
The Number of Private Bills brought from the Lords	- - - - -	16.
The Number of Private Bills which received the Royal Assent	- - - - -	161.
The Number of Private Bills treated as Opposed, or classified in Groups by the Committee of Selection	- - - - -	117.
The Number of Private Bills referred to the Chairman of the Committee of Ways and Means by the Committee of Selection	- - - - -	74.

Committee Office, }
29 July 1856. }

E. L. Dew.

PRIVATE BILLS.

RETURNS of the Number of PRIVATE BILLS introduced and brought from the House of Lords, and of ACTS passed in 1856; of PRIVATE BILLS treated as OPOSED by the Committee of Selection; and of UNPOSED PRIVATE BILLS referred to the Committee of Ways and Means.

(*Mr. Brotherton.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1856.*

PRIVATE BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

A RETURN “ showing the TOTAL AMOUNTS proposed to be raised by way of CAPITAL or LOAN, under the Provisions of the PRIVATE BILLS introduced into the HOUSE of COMMONS in the Years 1852, 1853, 1854, 1855, and 1856, respectively :”

“ And, of the AMOUNTS proposed to be so raised by such of the said BILLS as have become ACTS in each of the said Years respectively (in continuation of Parliamentary Paper, No. 484, of Session 1854-5).”

BILLS.

	CAPITAL.			LOAN.		
	£.			£.		
1852	-	-	-	10,385,140	4,329,495	
1853	-	-	-	29,030,474	9,462,645	
1854	-	-	-	19,961,922	6,957,629	
1855	-	-	-	16,557,508	5,048,288	
1856	-	-	-	8,040,933	3,510,578	

ACTS.

	CAPITAL.			LOAN.		
	£.			£.		
1852	-	-	-	6,076,180	2,395,507	
1853	-	-	-	14,908,276	4,223,398	
1854	-	-	-	10,776,075	3,320,159	
1855	-	-	-	11,346,548	4,504,938	
1856	-	-	-	5,341,533	1,633,537	

Private Bill Office, }
25 July 1856. }

R. K. GIBBONS.

PRIVATE BILLS.

RETURN of Amounts of CAPITAL and LOAN
under Provisions of PRIVATE BILLS and ACTS,
for the Years 1862, 1863, 1864, 1865, and
1866, respectively.

(*Mr. Brotherton.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1866.*

FEES ON PRIVATE BILLS, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 4 April 1856;—for,

RETURNS “showing the Amount of FEES Charged at the House of Commons upon every PRIVATE BILL presented to The House from Session 1848 to 1855, both inclusive, specifying the Title of the Bill, and the Total Amount of Fees charged thereon; also, the Total Amount of FEES Received in each of the said Sessions from Bills, Oppositions, or otherwise, and the Application of such Fees :”

“ And, of the Amount Expended for such SALARIES and EXPENSES at the House of Commons, during each of the Years from the 1st day of April 1848 to the 1st day of April 1856, as were formerly defrayed out of the Fee Fund.”

(*Mr. Hadfield.*)

Ordered, by The House of Commons, to be Printed,
9 June 1856.

I N D E X.

FIRST RETURN—(Fees Charged.)											PAGE
Session 1847-8	-	-	-	-	-	-	-	-	-	-	3
„ 1849	-	-	-	-	-	-	-	-	-	-	10
„ 1850	-	-	-	-	-	-	-	-	-	-	15
„ 1851	-	-	-	-	-	-	-	-	-	-	21
„ 1852	-	-	-	-	-	-	-	-	-	-	27
„ 1852-3	-	-	-	-	-	-	-	-	-	-	35
„ 1854	-	-	-	-	-	-	-	-	-	-	46
„ 1854-5	-	-	-	-	-	-	-	-	-	-	55

SECOND RETURN—(Totals of Fees Received, &c.)	-	-	-	-	63
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THIRD RETURN—(Amount Expended for Salaries, &c.)	-	-	-	63
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RETURN showing the Amount of Fees charged at the House of Commons upon every Private Bill presented to The House from Session 1848 to 1856, both inclusive, specifying the Title of the Bill, and the Total Amount of Fees charged thereon.

B I L L S R E A D 3 ^o .										B I L L S NOT READ 3 ^o .	
RAILWAYS and CANALS.	G A S and WATERWORKS.		DOCKS and HARBOURS.		IMPROVE- MENTS.		MISCELLANEOUS.		ESTATE, DIVORCE, and other LORDS' BILLS.		£. s. d.
£ s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SESSION 1847-8.											
Aberavon Market - - - - -	- - -	- - -	- - -	- - -	97 - -	- - -	- - -	- - -	- - -	- - -	- - -
Aberdare Railway Act Amendment (Lease of Line, &c.) - -	82 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Aberdeen Railway (Additional Capital) - - - - -	342 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	70 - -	- - -
Agriculturists' Cattle Insurance Company - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	39 - -	- - -
Alford and Boston Road - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Arbroath and Forfar Railway - - - - -	147 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Barrow Harbour - - - - -	- - -	- - -	93 1 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Battle Bridge and Holloway Road Act Repeal - - - -	- - -	- - -	- - -	- - -	- - -	- - -	81 - -	- - -	- - -	- - -	- - -
Birkenhead Dock Commissioners (Transfer of Powers), Nos. 1 and 2.	- - -	- - -	234 15 -	- - -	- - -	- - -	- - -	- - -	- - -	261 9 -	- - -
Birkenhead Dock Commissioners (Levying additional Rates, and Alteration of Rates, &c.).	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Birkenhead Dock Company - - - - -	- - -	- - -	87 - -	- - -	- - -	- - -	- - -	- - -	- - -	165 4 -	- - -
Birmingham and Oxford Junction Railway (Deviation from Leamington to Warwick).	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	186 3 -	- - -
Birmingham and Oxford Junction Railway (Deviation from Leamington to Warwick, and Purchase of Stratford- upon-Avon Canal Navigation).	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Brentford Gas-Light Acts Amendment - - - - -	- - -	81 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Brighton Gas-Light and Coke Company - - - - -	- - -	147 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Bristol and Clifton Gas-Light Amendment - - - -	- - -	82 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Bristol and Exeter Railway (Branch from Bleadon to Wells, &c.)	106 5 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Bristol and Exeter Railway (Glastonbury Navigation and Canal Purchase).	81 - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Bristol and Exeter Railway (Taunton and Castle Cary Branch).	112 19 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Bristol Docks Transfer - - - - -	- - -	- - -	230 2 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Burntisland Harbour Improvement - - - - -	- - -	- - -	82 17 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Duke of Bridgewater's Estate - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	39 10 -	- - -	- - -
Marquess of Bute's Estate - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	43 10 -	- - -	- - -
Caledonian, Lancaster and Carlisle, and London and North- Western Railways (Lease, &c.)	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	242 16 -	- - -
Caledonian Railway (Branch across Clyde, &c.) - - -	397 4 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -
Caledonian Railway (Connecting Branches, Alterations, &c.)	230 19 -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -

(continued)

Return of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .										B I L L S N O T R E A D 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	£.	s.	d.	£.	s.	d.
SESSION 1847-8— <i>continued.</i>	£.	£.	£.	£.	£.	£.	£.	s.	d.	£.	s.	d.
Caledonian Railway (Purchase or Lease of Wishaw and Coltness Railway).	-	-	-	-	-	-	-	-	-	132	2	-
Chester and Holyhead Railway (Power to Purchase, &c.)	572	3	-	-	-	-	-	-	-	-	-	-
Chester Cemetery	-	-	-	-	-	-	90	5	-	-	-	-
Clarence Railway, and Leeds and Thirsk Railway Amalgamation.	47	11	-	-	-	-	-	-	-	-	-	-
Clerkenwell Improvement	-	-	-	-	-	-	-	-	-	-	-	-
Clifton Bridge (Extension of Time for Completion of Works)	-	-	-	293	2	-	-	-	-	-	-	-
Cornwall Railway (To increase Subscription, &c.)	-	-	-	-	-	-	81	-	-	-	-	-
Crossford Bridge and Manchester Road	-	-	-	-	-	-	95	-	-	116	-	-
Derby Waterworks Company	-	150	-	-	-	-	-	-	-	-	-	-
Direct London and Portsmouth Railway	-	-	-	-	-	-	-	-	-	114	-	-
Dover Landing Pier Company	-	-	-	-	-	-	82	15	-	-	-	-
Drumpeller Railway	81	-	-	-	-	-	81	-	-	-	-	-
Dublin and Mullingar Road	-	-	-	-	-	-	-	-	-	32	-	-
Dublin Corporation Parliamentary Fund	-	-	-	-	-	-	-	-	-	235	-	-
Dublin Improvement	-	-	-	-	-	-	85	6	-	-	-	-
Dunbar, Customs, Water, and Harbour Dues Amendment	-	-	-	-	-	-	81	-	-	-	-	-
Dundalk, Castle Blaney, and Carrickmacross Roads	-	-	-	-	-	-	-	-	-	-	-	-
Dundee and Arbroath Railway (Dundee Junction)	250	9	-	-	-	-	-	-	-	-	-	-
Dundee and Perth Railway (Lease, &c.)	124	2	-	-	-	-	-	-	-	33	18	-
Dundee and Perth Railway (Tay Crossing)	-	-	-	-	-	-	-	-	-	170	6	-
Dunfermline and Queensferry Railway (with Branch, &c.)	-	-	-	-	-	-	-	-	-	54	-	-
Dun River Navigation (Extension to Sheffield)	-	-	-	-	-	-	-	-	-	-	-	-
Dover Harbour	-	-	96	-	-	-	-	-	-	-	-	-
Dundee and Perth Railway (Dundee Junction)	412	-	-	-	-	-	-	-	-	-	-	-
East and West Looe Harbour and Bridge	-	-	133	14	-	-	-	-	-	-	-	-
East Anglian Railways	-	-	-	-	-	-	-	-	-	-	-	-
East Indian Railway Company Incorporation	90	-	-	-	-	-	-	-	-	-	-	-
East Lincolnshire Railway (Alteration, &c.)	81	-	-	-	-	-	-	-	-	-	-	-
Eastern Counties Railway (Cambridge Line)	81	-	-	-	-	-	-	-	-	-	-	-
Eastern Counties Railway (Enlargement and Amendment of Act).	nil.	-	-	-	-	-	-	-	-	61	-	-
Edinburgh and Bathgate Railway (Extension, &c.)	124	2	-	-	-	-	-	-	-	-	-	-
Edinburgh and Glasgow, and Edinburgh and Bathgate Railways (Amalgamation).	304	-	-	-	-	-	-	-	-	-	-	-

Suspended Bill of 1847.

[illegible]

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .							BILLS NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	£.	s.	d.
SESSION 1847-8— <i>continued.</i>									
Herculeaneum Dock Company -	-	-	-	-	-	-	-	-	-
Huddersfield Improvement -	-	-	-	-	-	-	-	-	-
Hulme and Eccles Road -	-	-	91 -	167 11	-	-	-	-	-
Heneage's Divorce -	-	-	-	-	118 -	-	-	-	-
Hamlyn's Estate Bill -	-	-	-	-	-	38 -	-	-	-
Herrick's Estate -	-	-	-	-	-	38 10 -	-	-	-
Huddersfield Improvement, No. 2 (To correct a Mistake) -	-	-	-	17 10	-	38 10 -	-	-	-
Jessop's Estate -	-	-	-	-	-	39 10 -	-	-	-
Jervis's Divorce -	-	-	-	-	-	37 -	-	-	-
Kendal and Windermere Railway -	147 -	-	-	-	-	-	-	-	-
Kettering Small Tenements Rating -	-	-	-	-	-	-	-	-	-
Kilcullen Bridge Road, No. 2 -	-	-	-	-	88 10 -	-	-	61	5
Lambeth Waterworks -	-	303 -	-	-	-	-	-	-	-
Lanark and Hamilton Court-house -	-	-	-	-	86 -	-	-	-	-
Leeds and Thirsk Railway (Alteration of Levels, &c.) -	92 -	-	-	-	-	-	-	-	-
Leeds and Thirsk Railway (Branch from Melmerby to Northallerton, &c.) -	72 -	-	-	-	-	-	-	-	-
Leeds and Thirsk Railway (Harrowgate and Pateley Branch, &c.) -	61 5 -	-	-	-	-	-	-	-	-
Leeds Central Railway Station -	-	-	-	-	-	-	-	-	-
Leeds Improvement -	92 2 -	-	-	-	-	-	-	-	-
Leicester Cemetery -	-	-	-	286 2	-	-	-	-	-
Leicester Navigation -	-	-	-	-	-	-	-	-	-
Leicestershire Lunatic Asylum -	-	-	-	-	-	-	-	-	-
Leith Municipality and Police Trusts, &c. -	-	-	-	-	-	-	-	-	-
Liverpool Docks (Erection of Warehouses, &c.) -	-	-	-	-	-	-	-	-	-
Liverpool Gas-Light Company, &c. -	-	211 -	644 7	-	-	-	-	-	-
Liverpool, Manchester, and Newcastle-upon-Tyne Junction Railway -	133 7 -	-	-	-	-	-	-	-	-
City of London Sewers -	-	-	-	-	-	-	-	-	-
London and Blackwall Railway (East and West India Docks, &c., Branches). -	88 12 -	-	-	-	139 -	-	-	-	-
London and North-Western Railway (Proposed Branches, &c.) -	140 10 -	-	-	-	-	-	-	-	-
London and South-Western Railway, and Southampton and Dorchester Railway Amalgamation. -	101 -	-	-	-	-	-	-	-	-

Suspended Bill of 1847.

Suspended Bill of 1847.

Suspended Bill of 1847.

(continued)

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented; &c.—continued.

B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .	
RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	£. s. d.	£. s. d.
Newry Navigation - - - - -	-	-	-	-	-	-	-
New Smithfield, or Great Metropolitan Cattle Market, &c. -	-	-	-	-	-	-	-
Norfolk Railway - - - - -	-	-	-	-	-	-	-
North and South-Western Railway - - - - -	842 -	-	-	-	-	84 13 -	151 - -
North British Railway, No. 1 - - - - -	314 10 -	-	-	-	-	-	-
North British Railway, No. 2 - - - - -	537 -	-	-	-	-	-	-
Northern Counties Union Railway - - - - -	-	-	-	-	-	-	-
North of Scotland Fire and Life Assurance Company -	-	-	-	-	-	-	-
North Staffordshire Railway (Ashbourne Branch, &c.) -	182 2 -	-	-	-	-	-	138 - -
North Staffordshire Railway (Deviation at Wellington) -	186 14 -	-	-	-	-	83 5 -	224 7 -
North Wales Railway - - - - -	84 -	-	-	-	-	-	-
North-Western Railway (Diversions at Skipton, &c.) -	16 10 -	-	-	-	-	-	-
Norwich and Yarmouth Navigation - - - - -	-	-	-	-	-	-	-
New Ross Port and Harbour - - - - -	-	106 -	-	-	-	-	336 1 -
Newton's Estate - - - - -	-	-	-	-	-	-	-
Nicholson's Divorce - - - - -	-	-	-	-	-	-	-
Oswestry Markets and Fairs - - - - -	-	-	-	-	-	81 - -	-
Oxford Paving Acts - - - - -	-	-	-	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway, No. 1 -	603 18 -	-	98 10 -	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway, No. 2 -	281 11 -	-	-	-	-	-	-
Paisley, Barrhead, and Hurler Railway - - - - -	131 11 -	-	-	-	-	-	-
Patent Galvanised Iron Company Incorporation - - -	-	-	-	-	-	90 12 -	-
Patent Galvanised Iron Company (For facilitating the Settlement, &c.) - - - - -	-	-	-	-	-	103 14 -	-
Payne's Patents - - - - -	-	-	-	-	-	86 - -	-
Penzance Waterworks - - - - -	90 14 -	-	-	-	-	-	-
Plymouth Great Western Dock Act, 1846, Amendment -	-	234 6 -	-	-	-	-	-
Price's Patent Candle Company - - - - -	-	-	-	-	-	212 12 -	-
Philanthropic Society Charity Estate Bill - - - - -	-	-	-	-	-	-	-
Queensferry Passage - - - - -	-	-	-	-	-	297 4 -	-
Richmond and Reith Road - - - - -	-	-	-	-	-	86 - -	-
Royston and Hitchin Railway - - - - -	-	-	-	-	-	-	-
Rutherglen and Strathbungo Turnpike Road - - -	528 -	-	-	-	-	-	-
Rawlin's Estate - - - - -	-	-	-	-	-	-	49 15 -
Ramsden's Estate - - - - -	-	-	-	-	-	-	-

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .							B I L L S, NOT READ 3 ^o .		
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.				
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		
SESSION 1849—continued.										
Feltwell, Second District, Drainage -	-	-	-	-	-	-	81 - -	-	-	
Flinwell Vent to Hastings Turnpike Road -	-	-	-	-	-	-	166 - -	-	-	
Forest of Dean and South Wales Railways, No. 2 -	-	-	-	-	-	-	-	-	96 -	
Faussett's Divorce -	-	-	-	-	-	-	-	45 - -	-	
General Land Drainage and Improvement Company -	-	-	-	-	-	-	87 - -	-	-	
Glasgow, Kilmarnock, and Ardrossan Railway -	81 - -	-	-	-	-	-	-	-	502 9 -	
Great Central Gas Consumers' Company -	-	-	-	-	-	-	-	-	-	
Great Indian Peninsula Railway Company -	98 - -	-	-	-	-	-	-	-	-	
Great Northern Railway -	218 18 -	-	-	-	-	-	98 14 -	-	-	
Great Yarmouth, Haven, Bridge, and Navigation Improvement -	-	-	-	-	-	-	99 - -	-	-	
Grimsby Corporation and Freemen's Arrangement -	-	-	-	-	-	-	-	39 10 -	-	
Gordon's Estate -	-	-	-	-	-	-	-	38 10 -	-	
Greenville's Estate -	-	-	-	-	-	-	-	-	-	
Hartlepool Gas and Waterworks -	-	138 - -	-	-	-	-	-	-	162 5 -	
Henley and London Waterworks and Navigation -	-	-	-	-	-	-	-	-	-	
Holme Reservoirs, Nos. 1 and 2 -	-	195 1 -	-	-	-	-	-	-	-	
Hospital for Consumption -	-	-	-	-	-	-	89 - -	-	-	
Hurd's Estate -	-	-	-	-	-	-	-	38 10 -	-	
Hoghton's Divorce -	-	-	-	-	-	-	-	43 10 -	-	
Hudson's Divorce -	-	-	-	-	-	-	-	38 - -	-	
Hill's Divorce -	-	-	-	-	-	-	-	39 3 4	-	
Irish South-Eastern Railway -	94 10 -	-	-	-	-	-	-	-	-	
James's Divorce -	-	-	-	-	-	-	-	36 - -	-	
Kendal Fell Act Amendment -	-	-	-	-	-	-	-	-	31 - -	
Kidderminster Union Small Tenements Rating -	-	-	-	-	-	-	82 - -	-	-	
Kingston-upon-Hull Dock Company -	-	-	216 - -	-	-	-	-	-	-	
Kirkcaldy Harbour, Docks, &c. -	-	-	99 - -	-	-	-	-	-	-	
Lanarkshire, Glasgow, and Shotts Turnpike Roads -	-	-	-	-	-	-	87 - -	-	-	
Lancaster and Carlisle Railway, &c. -	-	-	-	-	-	-	-	-	-	
Lancaster and Preston Junction Railway (Power to alter Tolls, &c.) -	124 10 -	-	-	-	-	-	-	-	324 15 -	

(continued)

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
St. Alban's Rates - - - - -	-	-	-	-	-	-	60 - -
St Mary's, Whitechapel, Tithes, &c. - - - - -	-	-	-	-	-	-	32 - -
Scottish Amicable Life Assurance Society - - - - -	-	-	-	-	81 - -	-	-
Severn Navigation Improvement Commission - - - - -	-	-	-	-	-	-	76 17 -
Sheffield and Tinsley Road - - - - -	-	-	-	-	121 - -	-	-
Shrewsbury and Birmingham Railway Acts - - - - -	107 1 -	-	-	-	-	-	-
Shrewsbury and Chester Railway (Dee Branches) - - - - -	83 - -	-	-	-	-	-	-
Southampton Small Tenements Rating - - - - -	-	-	-	-	-	-	44 10 -
South-Eastern Railway - - - - -	-	-	-	-	-	-	120 8 -
Staffordshire Potteries Waterworks - - - - -	-	88 - -	-	-	-	-	-
Stirling and Dunfermline Railway - - - - -	153 2 -	-	-	-	-	-	-
Stockton and Darlington Railway (Lease of Line) - - - - -	-	-	-	-	-	-	64 5 -
Stockton and Darlington Railway (Alteration of Line) - - - - -	-	-	-	-	-	-	75 4 -
Stockton and Darlington Railway (Consolidation of Acts) - - - - -	556 11 -	-	-	-	-	-	-
Sunderland Dock Act and River Wear Commissioners' Act - - - - -	-	-	106 - -	-	-	-	-
Sunderland Waterworks - - - - -	-	81 - -	-	-	-	-	-
Surrey and Sussex Roads - - - - -	-	-	-	-	94 - -	-	50 - -
Swansea Municipal Corporation - - - - -	-	-	-	-	-	38 10 -	-
Society for the Prosecution of Felons - - - - -	-	-	-	-	-	-	-
Taff Vale Railway - - - - -	300 10 -	-	-	-	-	-	-
Taunton Town and Market Improvement Act - - - - -	-	-	-	88 4 -	-	-	-
Tay Navigation and Perth Harbour - - - - -	-	-	-	-	86 - -	-	-
Torquay Market - - - - -	-	-	-	216 6 -	-	-	-
Transfer of Sheffield Canal to River Dun Navigation Com- pany. - - - - -	129 - -	-	-	-	-	-	-
Truro Turnpike Roads, Penryn and Redruth Turnpike Roads. - - - - -	-	-	-	-	96 - -	-	-
Tyne River Conservancy - - - - -	-	-	-	-	-	-	-
Tafton's Naturalization - - - - -	-	-	-	-	550 18 -	42 - -	-
Trenchard's Estate - - - - -	-	-	-	-	-	38 10 -	-
Tempest's Estate - - - - -	-	-	-	-	-	38 10 -	-
Universal Railway Casualty Compensation Company - - - - -	-	-	-	-	100 5 -	-	-
Wareham Docks - - - - -	-	-	166 15 -	-	-	-	-
Warrington Waterworks - - - - -	-	84 5 -	-	-	-	-	-
Whitehaven Waterworks - - - - -	-	87 6 -	-	-	-	-	-

(continued)

Whittlesey St. Mary and Whittlesey St. Andrew Union of Parishes.
 Windsor Railway (Extension of Line) - - - - -
 Wisbech, Chatteris, Tyldgate and Downham Bridge Turnpike.
 Waldy's Divorce - - - - -
 Westhead's Patent - - - - -
 Wilson's Estate - - - - -
 Williams's Estate - - - - -
 York and North Midland Railway - - - - -
 York, Newcastle, and Berwick Railway, and Maryport and Carlisle Railway (Lease).
 York, Newcastle, and Berwick Railway (Barmoor and Alnmouth New Branches, &c.)
 York, Newcastle, and Berwick Railway (Newcastle-upon-Tyne and Carlisle Railway Lease and Amalgamation).

SESSION 1850.

Aberdeen Railway - - - - -
 Architects and Civil Engineers' Fire and Life Insurance Company.
 Athy, Castlecomer and Kilkenny Road - - - - -
 Ashby's Divorce - - - - -
 Belfast Improvement - - - - -
 Bilston Improvement - - - - -
 Birkenhead Dock Trustees - - - - -
 Birkenhead Improvement - - - - -
 Birmingham and Pershore Road - - - - -
 Bolton Improvement - - - - -
 Bradford Improvement - - - - -
 Bridge across the River Clyde - - - - -
 Brighton Improvement - - - - -
 Bristol Waterworks - - - - -
 British Electric Telegraph Company - - - - -
 Buckinghamshire Railways - - - - -
 Brigstocke's Estate - - - - -
 Bishop of London's (St. Michael's Church, Chester square) Estate.
 Bishop of London's (St. Gabriel's Church, Pimlico) Estate
 Bowe's Estate - - - - -
 Duke of Buckingham's Estate - - - - -
 Carnarvon, Barmor, and Strath Dee Turnpike Roads
 Caledonian and Edinburgh and Glasgow Railways Amalgamation.
 Calcutta and Wishaw and Colnless Railways
 Cambridge Regulation and Improvement (Markets and Fairs)

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .							B I L L S	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.		NOT READ 3 ^o .	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.		£. s. d.	
SESSION 1850— <i>continued.</i>									
Cambridge and Shepreth Junction Railway	-	-	-	-	-	-		64	-
Cardiff Waterworks	-	88	-	-	-	-		-	-
Carlisle Gas-Light and Coke Company	-	82 4	-	-	-	-		-	-
Chester and Holyhead Railway	138 10	-	-	-	-	-		-	-
Childwall Waterworks	-	162 5	-	-	-	-		-	-
Chippenham Waterworks	-	-	-	-	-	-		47 16	-
Clerical, Medical, and General Life Assurance Society	-	-	-	-	-	-		-	-
Clerkenwell Improvement (Amendment of Acts and Transfer of Powers).	-	-	-	-	-	-		61	-
Colonization Assurance Company	-	-	-	-	-	-		-	-
Commercial Gas Company and Poplar Gas-Light Company (Amendment of Acts, Amalgamation of Companies, &c.)	-	-	-	-	-	82		-	-
Cork Docks and Harbour Improvement	-	-	285	-	-	-		30	-
Coventry and Wolvey Turnpike Road	-	-	-	-	-	-		-	-
Cromford and Newhaven Turnpike Road	-	-	-	-	114	-		-	-
Croydon and Reigate Turnpike Road	-	-	-	-	81	-		-	-
Cobb's Divorce	-	-	-	-	-	36		-	-
Cautley's Divorce	-	-	-	-	-	37		-	-
Cathrow's Estate	-	-	-	-	-	39 10		-	-
Cavendish's Estate	-	-	-	-	-	39 10		-	-
Earl of Craven's Estate	-	-	-	-	-	40 10		-	-
Dee River Conservancy and Improvement	-	-	-	-	-	-		-	-
Direct London and Portsmouth Railway	-	-	-	-	528 3	-		30	-
Dublin and Belfast Railway	81	-	-	-	-	-		-	-
Dublin and Drogheda Railway	95 8	-	-	-	-	-		-	-
Dublin, Dundrum, and Rathfarnham Railway	115	-	-	-	-	-		-	-
Dumfries and Maxwelltown Waterworks	-	162	-	-	-	-		-	-
Dundalk and Enniskillen Railway	89 5	-	-	-	-	-		-	-
Dundee, Perth, and Aberdeen Railway Junction, Dundee and Arbroath, and Dundee and Newtyle Railway (Lease of).	-	-	-	-	-	-		-	-
Dundee, Perth, and Aberdeen Railway Junction (Extension and Regulation of Capital).	307 1	-	-	-	-	-		37	-
East and West India Docks, and Birmingham Junction Railway.	177	-	-	-	-	-		-	-
East of Eife Railway	130 3	-	-	-	-	-		-	-
Eastern Union Railway	127 9	-	-	-	-	-		-	-

Return of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued*.

	B I L L S R E A D 3 ^o .						BILLS NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1850— <i>continued</i> .								
Leicester and Hitchin Railway	-	-	-	-	-	-	35	12
Licensed Victuallers and General Fire and Life Assurance Company.	-	-	-	-	95	-	-	-
Liverpool Cattle Market	-	-	-	81	-	-	97	-
Liverpool Corporation Waterworks (Abandonment of Works).	-	-	-	-	-	-	-	-
Liverpool Corporation Waterworks (Extension of Time for Purchase of Land).	-	117	-	-	-	-	-	-
Liverpool, Crosby, and Southport Railway (Deviations, &c.)	199	-	-	-	-	-	-	-
Liverpool, Crosby, and Southport Railway (Sale or Lease)	111	-	-	-	-	-	-	-
Liverpool Docks	-	-	-	-	-	-	48	-
London and Blackwall Railway	-	-	-	-	-	-	-	-
London (City) Improvements	-	-	-	295	12	-	-	-
Londonderry and Coleraine Railway	81	-	-	-	-	-	-	-
Londonderry and Enniskillen Railway	81	-	-	-	-	-	-	-
London (Watford) Spring-Water Company	-	-	-	-	-	-	151	11
Earl of Lincoln's Divorce	-	-	-	-	-	39	-	-
London (City) School for Orphans of Freemen	-	-	-	-	-	40	10	-
Manchester Bonding	-	-	-	-	92	-	-	-
Manchester Rectory Division	-	-	-	-	243	12	-	-
Manchester, Sheffield, and Lincolnshire Railway	-	-	-	-	-	-	-	-
Marylebone and Finchley Turnpike Roads	311	14	-	-	113	-	-	-
Metropolitan Turnpike Roads	-	-	-	-	99	-	-	-
Metropolitan Waterworks	-	-	-	-	-	-	214	14
Midland Great Western Railway of Ireland	160	18	-	-	-	-	-	-
Montrose Harbour	-	-	88	16	-	-	-	-
Viscount Middleton's Estate	-	-	-	-	-	39	10	-
Newcastle-upon-Tyne and Carlisle Railway	281	-	-	-	-	-	-	-
Newcastle-upon-Tyne Improvement	-	-	-	94	17	-	-	-
New North Road	-	-	-	-	81	-	-	-
New River Company	-	-	-	-	-	-	75	10
North Staffordshire, and Manchester, Sheffield, and Lincolnshire Railways Junction.	-	-	-	-	-	-	182	10
North Staffordshire Railway (Ashbourne Branch)	-	-	-	-	-	-	48	-
North Staffordshire Railway (Extension of Time for Purchase of Lands).	101	-	-	-	-	-	-	-

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c. — *continued.*

	B I L L S R E A D 3 ^o .							B I L L S NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	£. s. d.	£. s. d.	
SESSION 1850— <i>continued.</i>	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
Swansea Municipal Corporation	-	-	-	-	81 - -	-	-	-	
Shipwrecked Fishermen and Mariners' Benevolent Society.	-	-	-	-	103 - -	-	-	-	
St. Andrew's and Quebec Railroad	95 - -	-	-	-	-	39 10 -	-	-	
Earl of Shrewsbury and Grace's Trustees Estate	-	-	-	-	-	45 10 -	-	-	
St. Thomas's Hospital Estate	-	-	-	-	-	45 10 -	-	-	
Somerville's (Barford Rectory) Estate	-	-	-	-	-	-	-	-	
South Wales Railway (Capital)	44 - -	-	-	-	-	-	-	-	} Out of South Wales Railway, No. 2.
South Wales Railway (Alteration of Works)	65 2 -	-	-	-	-	-	-	-	
Tewkesbury Severn Bridge and Roads	-	-	-	-	93 - -	-	-	-	
Timber Preserving Company	-	-	-	-	81 - -	-	-	-	
Tyne Navigation	-	-	-	-	241 6 -	-	-	626 3 -	
Tyne River Conservancy	-	-	-	-	-	40 10 -	-	-	
Tuffon's Estate	-	-	-	-	-	-	-	-	
Ulverstone, Millthorpe, and Lancaster Road	-	-	-	-	81 - -	-	-	-	
Victoria Docks (opposite Woolwich)	-	-	487 6 -	-	-	39 10 -	-	-	
Sir H. M. Vavasour's Estate	-	-	-	-	-	-	-	-	
Wakefield Borough Market	-	-	-	127 2 -	-	-	-	-	
Walsall Improvement and Market Act (1848)	-	-	-	81 - -	-	-	-	-	
Waterford and Kilkenny Railway	293 - -	-	-	-	-	-	-	-	
Waterford and Limerick Railway	101 - -	-	-	-	-	-	-	-	
Waterford, Wexford, Wicklow, and Dublin Railway	-	-	-	-	-	-	-	-	
West Bromwich Rates	-	-	-	-	81 - -	-	-	42 5 -	
West Cornwall Railway	160 - -	-	-	-	-	-	-	-	
Westminster Improvements	-	-	-	127 18 -	-	-	-	-	
Wolverhampton Waterworks Act	-	114 6 -	-	-	-	-	-	-	
Westminster Temporary Bridge	-	-	-	-	107 - -	-	-	-	
Wolverhampton Improvement	-	-	-	97 - -	-	-	-	-	
York, Newcastle, and Berwick Railway (Alteration of Levels).	-	-	-	-	-	-	-	66 4 -	
York, Newcastle, and Berwick Railway (Purchase, &c.)	128 1 -	-	-	-	-	-	-	-	
York and North Midland Railway	92 - -	-	-	-	-	-	-	-	

(continued)

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1851— <i>continued.</i>								
Clerkenwell Improvement (Extension of Time, and Transfer of Powers).	-	-	-	-	-	-	47	-
Clerkenwell Improvement (Transfer of Powers of the Commissioners to the Corporation of London).	-	-	-	92 10	-	-	-	-
Coal Duties -	-	-	-	-	161	-	-	-
Commercial Docks Improvement -	-	-	437 12	-	-	-	-	-
Cork and Waterford Railway -	108 10	-	-	-	-	39 10	-	-
Christ's Hospital Estate -	-	-	-	-	-	41 10	-	-
Cubitt's Estate -	-	-	-	-	-	38 10	-	-
Christchurch (Oxford) Estate -	-	-	-	-	-	-	-	-
Dee River Conservancy -	-	-	-	-	-	-	107 6	-
Dee Standard Restoration -	-	-	-	-	162	-	-	-
Derby and Ashborne Road -	-	-	-	-	97	-	-	-
Dewsbury Gas -	-	81	-	-	-	-	-	-
Downham Market, &c., Drainage -	-	-	-	81	-	-	-	-
Dublin, Dundrum, and Rathfarham Railway -	221 11	-	-	-	-	-	92 17	-
Dublin and Kingstown Railway -	-	-	-	-	-	-	-	-
Duffield and Sheffield Road Continuance Act, 1851 -	-	-	-	-	97	-	-	-
Dundee and Arbroath Railway -	102	-	-	-	-	-	58 1	-
Dundee Police -	-	-	-	99	-	-	-	-
Durham Markets -	-	-	-	-	-	-	-	-
Dorwood's Estate -	-	-	-	-	-	40 10	-	-
East Anglian Railway -	86	-	-	-	-	-	-	-
East Lancashire Railways -	210 17	-	-	-	-	-	191	-
East London Waterworks -	-	-	-	-	-	-	-	-
East Stonehouse Waterworks -	-	96 10	-	-	-	-	-	-
Eastern Union Railway -	292 10	-	-	-	-	-	-	-
Edinburgh, Perth, and Dundee Railway -	99	-	-	-	-	-	-	-
Electric Telegraph Company -	-	-	-	-	82	-	47	-
Elland Improvement, Waterworks, and Lighting -	-	-	-	-	-	-	-	-
European and American Printing Telegraph Company -	-	-	-	-	280	-	-	-
Farmers' Estate Society of Ireland -	-	-	-	-	86	-	-	-
Felstead (Lord Riche's) Charities Estate -	-	-	-	-	-	40 10	-	-
Great Central Gas Consumers Company Incorporation -	-	304	-	-	-	-	-	-

(continued)

Great Northern Railway Amendment, No. 1	-
Great Northern Railway Amendment, No. 2	-
Great Northern Railway, No. 3	-
Great Malvern Improvement	-
Great North of Scotland Railway	-
Great Southern and Western Railway (Ireland)	-
Great Western Railway (Arrangements with reference to the Purchase of other Railways).	-
Great Western Railway (Railways to connect)	-
The Governor and Company of Copper Miners in England.	-
General Reversionary and Investment Company	-
Glasgow Provident Bank Estate	-
Halesworth, Beccles, and Haddiscoe Railway	-
Hartlepool Freeman's Lands and Harbour Dues	-
Hartlepool Pier and Port (Construction of New Pier or Breakwater).	-
Harwich Improvement (New Quays and Pier)	-
Hastings Improvement	-
Hayling Bridge and Causeway	-
Horeford, Ross, and Gloucester Railway	-
Hartlepool Pier and Port (Consolidation of Acts)	-
Holyhead Railway or Tramway	-
Hove Improvement	-
Huddersfield and New Hey District Turnpike Road	-
Heathcote's Divorce	-
Imperial Continental Gas Association	-
Islington Cattle Market	-
Itchen Bridge and Roads	-
Jackson's Estate	-
Kensington Improvement	-
Killarney Junction Railway	-
Killarney and Valencia Railway	-
King's College Hospital, Nos. 1 and 2	-
Lancashire and Yorkshire Railway Fifth Shares	-
Laird's Patent	-
Law Property Assurance and Trust Society	-
Lee River Trust	-
Leeds and Thirsk Railway	-
Leicester Sewerage	-
Leicester Waterworks	-
Lincolnshire Estuary	-

RETURN of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.--continued.

	B I L L S R E A D 3 ^o .						B I L L S	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	NOT READ 3 ^o .	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1851--continued.								
Liverpool Docks (Alteration of Management, &c.) -	-	-	292 18 -	-	-	-	-	
Liverpool Docks (Amendment of Acts) -	-	-	-	-	-	-	87 12 -	
Liverpool Royal Institution -	-	-	-	-	-	-	46 - -	
Llynvi Valley, and Duffryn, Llynvi, and Portcawl Rail- way.	86 - -	-	-	-	-	-	-	
London and Blackwall Railway (Branch to Haydon- square, &c.)	167 16 -	-	-	-	-	-	-	
London and Blackwall Railway (Extension of Time for the Widening, &c.)	85 2 -	-	-	-	-	-	-	
London and Blackwall Railway (Branch to Tilbury, &c.) -	521 14 -	-	-	-	91 - -	-	-	
London (City of) Sewers -	-	-	-	-	-	-	-	
Lethbridge's Estate -	-	-	-	-	-	40 10 -	-	
Manchester and Ashton-under-Line New Road -	-	-	-	-	118 - -	-	-	
Manchester, Buxton, Matlock, and Midlands Junction Railway.	107 - -	-	-	-	-	-	-	
Manchester Improvement -	-	-	-	153 2 -	-	-	-	
Manchester Parish Highways -	-	-	-	-	82 16 -	-	-	
The Manchester and Salford Extension Railway -	-	-	-	-	-	-	-	
Manchester Waterworks -	123 8 -	-	-	-	-	-	-	
Magneto-Electric Telegraph -	-	415 2 -	-	-	361 - -	-	-	
Malmesbury Turnpike Roads (First and Second Dis- tricts).	-	-	-	-	117 - -	-	-	
Malton and Driffield Junction Railway -	90 - -	-	-	-	-	-	-	
Maryport and Carlisle Railway -	155 2 -	-	-	-	-	-	-	
Mayfield Railway -	97 - -	-	-	-	-	-	-	
Metropolitan Cattle Market -	-	-	-	-	-	-	-	
Midland Railway (Extension of Time for Purchase of Land, &c.)	93 10 -	-	-	-	-	-	157 12 -	
Midland Railway (Purchase of Leeds and Bradford Railway).	111 - -	-	-	-	-	-	-	
Midland Railway (Regulation and Increase of Capital) -	496 2 -	-	-	-	-	-	-	
Mildenhall, Burnt Fen Road, and Lakenheath and Hock- wold Roads.	-	-	-	-	86 - -	-	-	
Millthorpe and Levens Turnpike Road -	-	-	-	-	-	-	-	
Ministers' Widows' and Orphans' Fund of the Free Church of Scotland.	-	-	-	-	81 - -	-	-	
	-	-	-	-	82 - -	-	-	

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RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c. — continued.

BILLS READ 3 ^o .										
RAILWAYS and CANALS.	GAS and WATERWORKS.		DOCKS and HARBOURS.		IMPROVE- MENTS.		MISCELLANEOUS.		ESTATE, DIVORCE, and other LORDS' BILLS.	BILLS NOT READ 3 ^o .
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.			
SESSION 1851—continued.										
South Devon Railway, No. 1 - - - - -	-	-	-	-	-	-	-	-	-	-
South Devon Railway, No. 2 - - - - -	-	-	-	-	-	-	-	-	-	83 6 -
South Devon Railway, Consolidation of Nos. 1 and 2 - - - - -	41 - -	-	-	-	-	-	-	-	-	107 5 -
South Staffordshire Railway (Branches, &c.) - - - - -	173 3 -	-	-	-	-	-	-	-	-	-
South Staffordshire Railway (Extension to Burton-upon-Trent, &c.) - - - - -	-	-	-	-	-	-	-	-	-	33 - -
South Wales Railway, No. 1 - - - - -	85 - -	-	-	-	-	-	-	-	-	-
South Wales Railway, No. 2 - - - - -	275 3 -	-	-	-	-	-	-	-	-	-
Stockton and Darlington, Wear Valley, and Middlesbrough and Redcar Railways Amalgamation.	220 - -	-	-	-	-	-	-	-	-	-
Stockton, Middlesbrough, Yarm, &c., Waterworks Incorporating Company.	-	111 4 -	-	-	-	-	-	-	-	-
Stroud and Gloucester Road, through Pitchcomb - - - - -	-	-	-	-	-	-	-	90 - -	-	-
Sub-Marine Telegraph Company between England and France.	-	-	-	-	-	-	-	-	-	159 2 -
Sunderland Improvement - - - - -	-	-	-	-	-	138 - -	-	-	-	-
Saint Bartholomew's Hospital - - - - -	-	-	-	-	-	-	-	40 10 -	-	-
Saint Andrew's and Quebec Railway - - - - -	96 - -	-	-	-	-	-	-	-	-	-
South Holland Drainage - - - - -	-	-	-	-	-	-	-	95 - -	-	-
Saint Helen's Improvement, No. 3 (To correct a Mistake) - - - - -	-	-	-	-	-	20 - -	-	-	-	-
Shelley's Estate - - - - -	-	-	-	-	-	-	-	41 10 -	-	-
Stapylton's Estate - - - - -	-	-	-	-	-	-	-	40 10 -	-	-
Sheffield and Glossop Road, No. 2 (To correct a Mistake) - - - - -	-	-	-	-	-	-	-	21 - -	-	-
Taw Vale Railway and Dock Company - - - - -	-	-	-	-	-	-	-	99 - -	-	108 18 -
Tees River Conservancy - - - - -	-	-	-	-	-	-	-	-	-	-
Tenterden and Woodchurch Roads - - - - -	-	-	-	-	-	-	-	86 - -	-	-
Thames Haven Dock and Railway - - - - -	-	-	-	-	-	-	-	71 - -	-	-
Trinity College, Dublin - - - - -	-	-	-	-	-	-	-	82 8 -	-	-
Turnpike Road from Sandon to Ugbridge, &c. - - - - -	-	-	-	-	-	-	-	-	-	30 - -
Tayleur's Divorce - - - - -	-	-	-	-	-	-	-	-	38 - -	-
Ulster Canal and Union Railway - - - - -	-	-	-	-	-	-	-	-	-	116 - -
Ulverstone and Lancaster Railway - - - - -	341 19 -	-	-	-	-	-	-	-	-	-
United Kingdom Electric Telegraph Company - - - - -	-	-	-	-	-	-	-	97 - -	-	-

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RETURNS of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—continued.

B I L L S R E A D 3 ^o .										B I L L S NOT READ 3 ^o .
RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, D I V O R C E, and other LORDS' BILLS.					
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1852—continued.										
Barnsley Gas	-	-	-	-	-	-	-	-	-	
Barnsley Improvement	-	81 - -	-	-	-	-	-	59 - -	-	
Barnstaple Markets and Fairs	-	-	-	-	-	-	83 16 -	-	-	
Battle and Robertsbridge Road	-	-	-	-	-	-	86 - -	-	-	
Beaconsfield and Redhill Road	-	-	-	-	-	-	87 - -	-	-	
Bedford and Kimbolton Turnpike Road	-	-	-	-	-	-	86 - -	-	-	
Belfast Gas	-	146 - -	-	-	-	-	-	-	-	
Belfast Harbour	-	-	96 8 -	-	-	-	-	-	-	
Birkenhead Docks	-	-	-	-	-	-	-	196 - -	-	
Birkenhead Dock Trustees (Alteration of Works)	-	-	564 16 6	-	-	-	-	-	-	
Birkenhead Dock Trustees and Birkenhead Dock Company	-	-	-	-	-	-	-	48 - -	-	
(Transfer of Trust Property, &c.)	-	-	-	-	-	-	-	-	-	
Birkenhead, Lancashire, and Cheshire Junction Railway	244 7 -	-	-	-	-	-	-	62 7 6	-	
(Abandonment of Part of Line, &c.)	-	-	-	-	-	-	-	-	-	
Birkenhead, Lancashire, and Cheshire Junction Railway	-	-	-	-	-	-	-	-	-	
(Powers to lease, &c.)	-	-	-	-	-	-	91 - -	-	-	
Blackburn and Preston Turnpike Road	-	-	-	-	-	-	-	-	-	
Blyth and Tyne Railway	125 12 -	-	-	-	-	-	82 - -	-	-	
Bradford Piece Halls	-	-	-	-	-	-	91 - -	-	-	
Bramley and Ridgwick Turnpike Road	-	-	-	-	-	-	-	-	-	
Bristol and Exeter Railway, Yeovil Branch	81 - -	-	-	-	-	-	601 12 -	-	-	
British Electric Telegraph Company	-	-	-	-	-	-	94 - -	-	-	
British Empire Mutual Life Assurance Company	-	-	-	-	-	-	93 - -	-	-	
Bury and Little Bolton Turnpike Road (Continuation of Term, Alteration of Tolls, &c.)	-	-	-	-	-	-	-	-	-	
Bury Turnpike Road (Continuation of Term)	-	-	-	-	-	-	86 - -	-	-	
Bowden Park Estate	-	-	-	-	-	-	-	39 10 -	-	
Balnoral Estate	-	-	-	-	-	-	-	40 10 -	-	
Cambridge to Ely, and other Turnpike Roads	-	-	-	-	-	-	110 - -	-	-	
Cheltenham Improvement and Health	-	-	-	140 18 -	-	-	-	-	-	
Cheltenham Stipendiary Magistrate	-	-	-	-	-	-	-	-	38 - -	
Chelsea Waterworks Company	-	449 2 -	-	-	-	-	-	-	-	
Chepstow District of Turnpike Roads	-	-	-	-	-	-	-	-	31 - -	
Cheshire Constabulary	-	-	-	-	-	-	-	-	-	
Chester and Holyhead Railway	303 - -	-	-	-	-	-	81 - -	-	-	

(continued)

Return of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S	
	RAILWAYS and CANALS.	GAS and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	NOT READ 3 ^o .	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1852— <i>continued.</i>								
Glanford Briggs Waterworks	-	81 -	-	-	-	-	-	-
Glasgow, Kilmarnock, and Ardrossan Railway	88 -	-	-	-	-	-	-	-
Glasgow Union Arcade	-	-	-	-	81 -	-	-	-
Grand Junction Waterworks Company	-	244 12	-	-	-	-	-	-
Great Munster Fair	-	-	-	-	81 -	-	-	-
Great Southern and Western Railway (Ireland)	82 -	-	-	-	-	-	-	-
Great Western Railway, No. 1	118 19	-	-	-	-	-	-	-
Great Western Railway, No. 2	373 6	-	-	-	-	-	-	-
Great Western, Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies Amalgamation.	139 10	-	-	-	-	-	-	-
Great Western, Shrewsbury and Birmingham, and Shrewsbury and Chester, Shrewsbury and Hereford, &c., Railway Companies.	154 -	-	-	-	-	-	-	-
Greenfield and Shepley Lane Head Road	-	-	-	-	86 -	42 10	-	-
Gedling's Estate	-	-	-	-	-	-	-	-
Hadfield Chase Drainage	-	-	-	-	-	-	-	-
Haw Bridge and Roads	-	-	-	-	-	-	89 16	-
Humber River Conservancy	-	-	-	-	92 -	-	-	-
Humber River Conservancy and Kingston-upon-Hull Docks Consolidated Bill.	-	-	41 -	-	-	-	86 10	-
Huddersfield Burial Ground	-	-	-	-	-	88 -	-	-
Hawkins's Divorce	-	-	-	-	-	86 -	-	-
Howell's Charity	-	-	-	-	-	43 10	-	-
Idle Drainage	-	-	-	-	-	-	54 9	-
Ilkley Waterworks	-	81 -	-	-	-	-	-	-
Imperial Peat and Parafine Company	-	-	-	-	-	-	66 -	-
Ipswich Dock	-	-	113 5	-	-	-	-	-
Islington Cattle Market	-	-	-	-	-	-	188 -	-
Jarvis's Estate	-	-	-	-	-	41 10	-	-
Kells and Cavan Railway	-	-	-	-	-	-	-	-
Kelvin Bridge (Glasgow), and other Works	-	-	-	-	87 -	-	132 -	-

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RETURN of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SESSION 1852— <i>continued</i>							
Shillingford, Wallingford, and Reading Road, and Shillingford Bridge.	- - -	- - -	- - -	- - -	82 - -	- - -	- - -
Shrewsbury and Birmingham Railway Company - -	176 4 -	- - -	- - -	- - -	- - -	- - -	- - -
Shrewsbury and Birmingham, and Shrewsbury and Chester Railways Amalgamation.	96 - -	- - -	- - -	- - -	- - -	- - -	- - -
Shrewsbury and Chester Railway - - - - -	205 14 6	- - -	- - -	- - -	- - -	- - -	- - -
Shropshire Union Railways and Canal (Branch Canal) -	- - -	- - -	- - -	- - -	- - -	- - -	70 4 6
Shropshire Union Railways and Canal (Branch Railways)	- - -	- - -	- - -	- - -	- - -	- - -	69 - -
Skipton and Craco Road - - - - -	- - -	- - -	- - -	- - -	86 - -	- - -	- - -
Somersetshire Central Railway - - - - -	161 - -	- - -	- - -	- - -	- - -	- - -	- - -
Southampton Corporation - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	259 7 6
Souham to Kington Road - - - - -	- - -	- - -	- - -	- - -	90 - -	- - -	- - -
South-Eastern and Reading, Guildford and Reigate Railways Amalgamation.	90 - -	- - -	- - -	- - -	- - -	- - -	- - -
South Essex Estuary and Reclamation - - - - -	- - -	- - -	- - -	- - -	509 12 -	- - -	- - -
South Staffordshire Mining District Water Company -	- - -	- - -	- - -	- - -	- - -	- - -	80 - -
South Staffordshire Railway - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	77 - -
South Wales Railway - - - - -	256 - -	- - -	- - -	- - -	- - -	- - -	- - -
Southwark and Vauxhall Water Company - - - - -	- - -	204 18 -	- - -	- - -	- - -	- - -	- - -
South Yorkshire Railway and River Dun Company (Extension of Railway).	- - -	- - -	- - -	- - -	- - -	- - -	112 - -
South Yorkshire Railway and River Dun Company (Sale or Lease).	177 1 -	- - -	- - -	- - -	- - -	- - -	- - -
Staffordshire and Worcestershire Canal - - - - -	- - -	- - -	- - -	- - -	- - -	- - -	49 14 -
Stockport and Marple Road - - - - -	- - -	- - -	- - -	- - -	121 2 -	- - -	- - -
Stockton and Darlington Railway - - - - -	276 - -	- - -	- - -	- - -	- - -	- - -	- - -
Stockton Extension and Improvement - - - - -	- - -	- - -	- - -	86 - -	- - -	- - -	- - -
Stockton and Hartlepool and Clarence Railway, and Hartlepool West Harbour and Dock Companies.	- - -	- - -	- - -	- - -	478 - -	- - -	- - -
Stroud and Bisley Turnpike Road - - - - -	- - -	- - -	- - -	- - -	83 - -	- - -	- - -
Sunderland Waterworks - - - - -	- - -	262 10 -	- - -	- - -	- - -	- - -	- - -
Swansea Local Board of Health - - - - -	- - -	- - -	- - -	- - -	120 7 -	- - -	- - -
Spalding's Estate - - - - -	- - -	- - -	- - -	- - -	- - -	42 10 -	- - -
Tees River Conservancy - - - - -	- - -	- - -	- - -	- - -	347 1 -	- - -	- - -

[illegible]

(continued)

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.--continued.

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SESSION 1852-3--continued.							
Alston Turnpike Roads - - - - -	-	-	-	-	-	-	-
Ambergate, Nottingham, and Boston and Eastern Junction Railway, No. 1.	-	-	-	-	100 - -	-	34 10 -
Ambergate, Nottingham, and Boston and Eastern Junction Railway, No. 2.	-	-	-	-	-	-	-
Ambergate, Nottingham and Boston, and Eastern Junction Railway (Extension to Nottingham).	324 11 -	-	-	-	-	-	80 9 6
Ardrossan Railway - - - - -	-	-	-	-	-	-	-
Australian Agricultural Company - - - - -	-	-	-	-	-	-	-
Ayrshire and Galloway (Smithtown and Dalmenington Railway).	218 2 6	-	-	-	81 - -	-	33 5 -
Aberdeen Tailors' Incorporation Estate - - - - -	-	-	-	-	-	39 10 -	-
Athol's (Duke of) Estate - - - - -	-	-	-	-	-	39 10 -	-
Bacup Waterworks - - - - -	-	-	-	-	-	-	-
Ballymena, Ballymoney, Coleraine, and Portrush Railway, Nos. 1 and 2.	344 3 -	-	-	-	-	-	121 12 6
Banbridge, Dublin, Newry, and Belfast Junction Railway -	110 - -	-	-	-	-	-	-
Bangor and Caernarvon Railway - - - - -	-	-	-	-	-	-	46 - -
Bangor Waterworks - - - - -	-	86 - -	-	-	-	-	-
Barnsley Waterworks, Nos. 1 and 2 - - - - -	-	93 9 -	-	-	-	-	41 - -
Baroda and Central India Railway - - - - -	-	-	-	-	-	-	-
Bayswater, Paddington, and Holborn Bridge Railway -	416 11 -	-	-	-	-	-	-
Bedale and Leyburn Railway - - - - -	165 - -	-	-	-	-	-	-
Belfast and Ballymena Railway - - - - -	278 - -	-	-	-	-	-	-
Bermondsey Regulation Act, 1853 - - - - -	-	-	-	-	-	-	-
Bideford Extension Railway - - - - -	148 2 6	-	-	-	-	-	47 2 6
Birkenhead Dock Company - - - - -	-	-	127 - -	-	-	-	-
Birkenhead Dock Trustees - - - - -	-	-	114 10 -	-	-	-	-
Birkenhead, Lancashire, and Cheshire Junction, &c., Rail- ways (Lease and Amalgamation).	-	-	-	-	-	-	38 - -
Birkenhead, Lancashire, and Cheshire Junction Railway (Powers to lease, &c.)	-	-	-	-	-	-	37 - -

Company Name	1880	1881	1882	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920	1921	1922	1923	1924	1925	1926	1927	1928	1929	1930	1931	1932	1933	1934	1935	1936	1937	1938	1939	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287
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(continued)

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

B I L L S R E A D 3 ^d .						B I L L S NOT READ 3 ^d .
RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SESSION 1852-3—continued.						
Chatham and Canterbury Local Railway -	-	-	-	-	-	280 9 6
Cheltenham and Oxford Union Railway -	-	-	-	-	-	581 5 6
Chorley Improvement -	-	-	-	-	-	-
Cork and Brandon Railway -	396 8 -	-	154 8 6	-	-	-
Cork Municipal Corporation -	-	-	-	116 11 6	-	48 2 6
Cornwall Railway -	-	-	-	-	-	-
Crieff Junction Railway -	152 2 6	-	-	-	-	-
Crystal Palace Company -	-	-	-	83 5 -	-	-
Cuthill's Divorce -	-	-	-	-	36 - -	-
Clinton's Estate -	-	-	-	-	40 10 -	-
Cotham's Estate -	-	-	-	-	40 10 -	-
Crowe's Disabilities Removal -	-	-	-	-	40 10 -	-
Canterbury's (Archbishop of) Estate -	-	-	-	-	45 12 6	-
Cleveland (Duke of) Hart Estate -	-	-	-	-	40 10 -	-
Chaytor's Estate -	-	-	-	-	40 10 -	-
Clitheroe (School) Estate -	-	-	-	-	39 10 -	-
Cork and Brandon Railway, No 2 (To correct a Mistake) -	26 - -	-	-	-	-	-
Duneth Valley Railway -	149 - -	-	-	-	-	363 10 -
Darlington and Barnard Castle Railway. Title altered on 3 ^d to Coleford, Monmouth, Usk, and Pontypool Railway.	-	-	-	-	-	-
Dean Forest, Monmouth, Usk, and Pontypool Railway -	438 9 -	-	-	-	-	-
Deeping Fen Drainage -	-	-	-	-	-	48 3 -
Devon and Dorset Railway -	-	-	-	-	-	700 - 2
Devonport Gas and Coke Company -	-	-	-	-	-	-
Dewsbury, Heckmondwike, and Batley Water -	-	86 - -	-	-	-	-
Dublin and Belfast Junction Railway -	-	196 11 -	-	-	-	-
Dudley Gas -	81 - -	-	-	-	-	-
Dundee Waterworks -	-	81 - -	-	-	-	-
Dublin (City of) Steam Packet Company -	-	-	-	-	-	32 - -
De Villar's (Baroness) Estate -	-	-	-	-	-	-
Duncombe's Estate -	-	-	-	-	39 10 -	-
Drummond's (Restitution) Estate (not to pay Fees) -	-	-	-	-	40 10 -	-
Dare's (Hall) Estate -	-	-	-	-	39 10 -	-
East Anglian Railways, Nos. 1 and 2 -	120 2 6	-	-	-	-	-
Eastern Counties Railway (Woodford to Loughton) -	285 19 6	-	-	-	-	-
Eastern Counties Railway (Mannington to Harwich) -	-	-	-	-	-	90 - -

RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1852-3— <i>continued.</i>								
Halifax Waterworks Extension and Improvement	-	296 11 6	—	—	-	-	222 5 -	
Harwich Docks and Pier	-	-	227 7 -	-	-	-	32 -	
Haslingden and Rawtenstall Waterworks	-	141 15 6	-	-	-	-	-	
Hereford, Ross, and Gloucester Railway	-	-	-	-	-	-	-	
Herefordshire and Gloucestershire Canal, and London and North-Western Railway.	-	-	-	-	-	-	-	
Her Majesty's Theatre Association	-	-	-	-	86 - -	-	37 - -	
High Ham and Ashcott Roads	-	-	-	-	-	-	-	
Holme Reservoirs, Nos. 1 and 2	-	143 - -	-	-	-	-	-	
Hull and Holderness Railway	227 8 -	-	-	-	-	-	32 5 -	
Hutchinson's Claim against the East India Company	-	-	-	-	-	-	-	
Imperial Continental Gas, Nos. 1 and 2	-	99 - -	-	-	-	-	-	
Irwell Valley Waterworks	-	174 - -	-	-	-	-	143 13 6	
Isle of Wight Railway	-	-	-	-	-	-	-	
Jesus College Estate	-	-	-	-	-	46 10 -	-	
Jackson's (Ward) Estate	-	-	-	-	-	40 10 -	-	
Kilkenny and Great Southern and Western Railway	135 7 6	-	-	-	-	-	-	
Lands Improvement Company, Nos. 1 and 2	-	-	-	388 2 6	-	-	-	
London and South Western Railway, (Basingstoke to Salisbury).	101 2 6	-	-	-	-	-	-	
Leamington, Warwick, and Stratford-upon-Avon Railway	329 15 -	-	-	-	-	-	143 - -	
Leeds Central Market	-	-	-	-	-	-	83 - -	
Leeds Gas	-	-	-	-	-	-	-	
Leeds Gas, No. 2	-	97 8 -	-	-	-	-	-	
Leeds Northern Railway	130 1 6	-	-	-	132 - -	-	-	
Leeds and Whitehall Roads	-	-	-	-	-	-	-	
Lee River Trust	-	-	-	-	-	-	-	
Lee River Trust, No. 2 (To correct a Mistake)	-	-	-	-	-	-	114 18 6	
Leominster Markets and Fairs	-	-	-	-	-	-	10 - -	
Life Association of Scotland	-	-	-	-	87 - -	-	-	
Limerick Corporation	-	-	-	-	82 - -	-	-	
Limerick, Ennis, and Killaloe Junction Railway	89 - -	-	-	-	179 9 6	-	-	
Limerick, Ennis, and Killaloe Junction Railway (Power to sell).	84 - -	-	-	-	-	-	-	

(continued)

Railway	Miles	Acres	Value (£)
Lecds, Bradford, and Halifax Junction Railway	-	-	229 -
Limerick and Foynes Railway	-	-	220 12
Limerick Improvement	-	-	-
Liverpool Borough Court	-	-	-
Liverpool, Crosby, and Southport Railway	-	-	138 8
Liverpool Sanitary and other Local Acts	-	-	-
Llanidloes and Newtown Railway	-	-	165 11 6
Llanelli Railway and Dock, Nos. 1 and 2	-	-	-
Llynvi Valley Railway	-	-	109 15 6
London Assurance	-	-	-
London, Brighton, and South Coast Railway	-	-	148 9
London and Finsbury Improvement and Railway	-	-	-
London Docks	-	-	-
London and Mid-Western Railway	-	-	-
London and North-Western Railway (Branch from Northampton).	-	-	335 5
London and North-Western Railway (Branches to Stourbridge, &c.)	-	-	409 1
London and North-Western Railway (Coalbrook Dale, &c.)	-	-	-
London and North-Western Railway (Crewe to Shrewsbury)	-	-	445 -
London and North-Western Railway (Oldham Branch)	-	-	252 -
London and North-Western Railway (Saint Alban's)	-	-	272 1 6
London and North-Western Railway (Shrewsbury to Newtown).	-	-	-
London and North-Western Railway ('Tring and Oxford')	-	-	524 8 6
London and North-Western Railway, and Buckinghamshire Railways.	-	-	129 4 6
Blackwall Railways.	-	-	86 -
London and North-Western Railway, and Midland Railway Company's Amalgamation.	-	-	-
London and North-Western and North Staffordshire Railways.	-	-	-
London and North-Western, and Shrewsbury and Birmingham, &c. Railways (Power to lease).	-	-	-
London and North-Western, and Shrewsbury and Birmingham, &c., Railways (Power to lease, &c.)	-	-	-
London and Watford Spring-Water Company	-	-	-
London and Westminster Thames Railway	-	-	297 16 6
Londonderry, Coleraine, and Belfast Junction Railway	-	-	421 11
Londonderry Improvement	-	-	-
Londonderry, Enniskillen, and Sligo Railway	-	-	-
Lough Foyle and Lough Swilly Drainage and Reclamation	-	-	-
Lough Foyle and Lough Swilly Railway	-	-	147 -
Lowestoft Water, Gas, and Market	-	-	-
Ludlow Cattle Market and Slaughterhouses	-	-	-
Leigh's (Pemberton) Estate	-	-	-
Londonderry, Enniskillen, and Sligo Railway, No. 2	-	-	18 -

266.

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Norwich and Spalding Railway	-	-	-	418	2
Norwich Waterworks	-	-	-	-	-
Nottingham Gas	-	-	-	-	-
Nuneaton, Hinckley, and Leicester Railway	-	-	-	-	-
Nush's Estate	-	-	-	-	-
Oldham Corporation and Oldham Gas and Waterworks	-	-	-	-	-
Ormskirk Gas	-	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway (Extension of Time).	-	-	-	167	2
Oxford, Worcester, and Wolverhampton Railway (Wolverhampton Station).	-	-	-	117	7
Peebles Railway	-	-	-	146	-
Pendleton, Swinton, &c., Road	-	-	-	-	-
Plymouth Waterworks	-	-	-	-	-
Plymouth Improvement	-	-	-	81	-
Portadown and Dungannon Railway	-	-	-	608	12
Portsmouth Railway	-	-	-	-	6
Poulasherry Inclosure	-	-	-	-	-
Preston Gas	-	-	-	-	-
Preston Waterworks	-	-	-	-	-
Price's Patent Candle Company, Nos. 1 and 2	-	-	-	-	-
Piddocke's Estate	-	-	-	-	-
Pidgeley's Estate	-	-	-	-	-
Poole Harbour and Port	-	-	-	-	-
Pemberton's Estate	-	-	-	-	-
Reading Market	-	-	-	86	-
Redruth and Chacewater Railway	-	-	-	-	-
Ribble Navigation	-	-	-	-	-
Rochdale Improvement, Nos. 1 and 2	-	-	-	-	-
Rochester Bridge	-	-	-	-	-
Rogerstown Inclosure	-	-	-	224	-
Roserea and Parsonstown Junction Railway	-	-	-	-	-
Rosendale Waterworks	-	-	-	86	-
Runcorn and Weston Canal	-	-	-	-	-
Rooker's Disabilities Removal	-	-	-	-	-
Richmond (Yorkshire) Burgrave Pastures	-	-	-	-	-
Rushbrooke's Divorce	-	-	-	-	-
Saint George's Harbour	-	-	-	160	12
Saint Helen's Canal and Railway	-	-	-	-	-
Saint Ives (Cornwall) Harbour	-	-	-	93	-
Saint Ives and West Cornwall Junction Railway	-	-	-	-	-
Saint Margaret and Saint John the Evangelist, Westminster, Vestries.	-	-	-	-	-
Salford Borough Extension and Improvement	-	-	-	-	-
Salisbury Waterworks	-	-	-	-	-

(continued)

RETURN of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S N O T R E A D 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Session 1852-3— <i>continued.</i>							
Scottish Central Railway	81 - -	—	—	—	—	—	—
Scottish Midland Junction Railway	152 - -	—	—	—	—	—	—
Seyn Navigation (Improvement Commission)	—	—	—	157 - -	—	—	—
Seyn Valley Railway	906 13 6	—	—	—	—	—	—
Seyn and Wye Railway and Canal	241 16 -	—	—	—	—	—	—
Sheffield Waterworks	—	255 12 -	—	—	—	—	—
Shipley and Bramley Road	—	—	—	—	109 - -	—	—
Shipley Gas	—	81 - -	—	—	—	—	—
Shrewsbury and Birmingham, and Shrewsbury and Chester Railway Companies Amalgamation.	—	—	—	—	—	—	32 - -
Shrewsbury and Chester Railway	—	—	—	—	—	—	—
Shrewsbury, Ironbridge, and Bridgenorth Railway	—	—	—	—	—	—	—
South Devon and Tavistock Railway	414 19 -	—	—	—	—	—	52 18 -
South-Eastern Railway (Canterbury and Whitstable)	120 6 6	—	—	—	—	—	192 8 -
South-Eastern Railway (Lewisham, Croydon, and Bromley)	—	—	—	—	—	—	—
South-Eastern Railway (North Kent Railway to the Thames).	165 14 -	—	—	—	—	—	114 12 -
South-Eastern Railway (Reading Extension)	139 2 6	—	—	—	—	—	—
South-Eastern Railway (Stroud to Maidstone)	358 6 -	—	—	—	—	—	—
South Shields Improvement	—	—	—	116 2 6	—	—	—
South Staffordshire Railway	140 13 -	—	—	—	—	—	—
South Staffordshire Waterworks	—	—	—	—	—	—	—
South Wales Mineral Railway	249 - -	233 - -	—	—	—	—	—
South Wales Railway Deviation	305 10 -	—	—	—	—	—	—
South Wales Railway (Pembroke Line)	313 19 6	—	—	—	—	—	—
South Wales Railway (Power to Purchase)	81 - -	—	—	—	—	—	—
Spalding Improvement	—	—	—	93 6 -	—	—	—
Stafford Shirehall	—	—	—	—	83 15 -	—	—
Staffordshire Potteries Waterworks	—	111 6 -	—	—	—	—	—
Staines, Wokingham, and Woking Junction Railway	512 2 -	—	—	—	—	—	—
Stamford and Essendine Railway	186 18 -	—	—	—	—	—	—
Stockport Improvement	—	—	—	89 8 -	—	—	160 16 6
Stockton Dock	—	—	—	—	—	—	—
Sunderland Dock	—	273 - 6	—	—	—	—	—
Sunderland Gas	—	—	—	—	—	—	—
Sunderland Gas	116 - -	—	—	—	—	—	—
Swaffham and Bottisham Drainage, Nos. 1 and 2	—	—	—	—	—	—	—
Swansea Vale Railway	—	—	—	—	114 - -	—	281 8 6
Swansea Valley Railway	106 7 6	—	—	—	—	—	—

Sidney Sussex College Estate	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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(continued)

(continued)

[illegible]

Return of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—continued.

	B I L L S R E A D 3 ^o .							B I L L S NOT READ 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1854—continued.								
Hereford Improvement	-	-	-	86 11 -	-	-	-	
Hertford and Welwyn Junction Railway	202 -	-	-	-	91 - -	-	-	
Hexham Roads	-	-	-	-	81 4 -	-	-	
Hilgay Great West Fen Drainage	-	-	-	-	-	-	-	
Horncastle and Kirkstead Junction Railway (Great Northern)	210 16 6	-	-	-	87 - -	-	-	
Hull Cemetery	-	-	-	-	-	-	-	
Hull and Holderness Railway	-	-	-	-	168 13 6	-	46 - -	
Haivering and Dagenham, &c., Sewers	-	-	-	-	-	38 10 -	-	
Earl of Harrington's Estate	-	-	-	-	-	39 10 -	-	
Hornold's Estate	-	-	-	-	-	-	-	
Horsmonden and Marden Roads	-	-	-	-	86 - -	-	-	
Imperial Gas and Coke Company	-	657 14 6	-	-	-	-	-	
Inverness and Nairn Railway	258 11 -	-	-	-	-	-	-	
Ipswich Corporation Waterworks	-	-	-	81 - -	-	-	46 - -	
Islington Cattle Market	-	-	-	-	-	-	-	
Jenkin's Estate	-	-	-	-	-	39 10 -	-	
Kensington Improvement	-	-	-	-	-	-	-	
Kilkenny and Great Southern and Western Railway	-	-	-	-	-	-	33 - -	
Kingston-upon-Hull Docks	-	-	211 12 -	-	-	-	54 15 6	
Kingston-upon-Hull Improvement	-	-	-	-	-	-	-	
Kingston-upon-Thames Gas	-	-	-	336 18 -	-	-	-	
Kingston-upon-Thames Improvement	-	88 - -	-	-	-	-	-	
Kingswood Roads	-	-	-	-	-	-	-	
Kirby Lonsdale, Kendal, and Milnthorpe Road	-	-	-	-	81 - -	-	-	
Lanark Police and Improvements	-	-	-	-	-	-	-	
Lancashire and Yorkshire, East Lancashire and Manchester and Southport Railway Companies.	-	-	-	-	-	-	70 - -	
Lancashire and Yorkshire Railway (Liverpool Dock Branches)	282 -	-	-	-	-	-	-	
Lancashire and Yorkshire Railway (Middleton Branch)	83 -	-	-	-	-	-	-	
Law Life Assurance Society	-	-	-	-	89 - -	-	-	
Leeds, Bradford, and Halifax Junction Railway	178 16 -	-	-	-	-	-	-	
Leeds New Gas	-	146 - -	-	-	-	-	-	
Leeds Northern Railway	156 5 -	-	-	-	-	-	-	
Leitrim Coal and Iron Company	-	-	-	-	-	-	52 - -	

[illegible]

(continued)

Return of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .							B I L L S NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	£. s. d.	£. s. d.	£. s. d.
SESSION 1854— <i>continued.</i>									
Newport Improvement - - - - -	-	-	-	-	-	-	-	-	-
Newport and Pillgwenlly Waterworks - - - - -	-	-	-	-	-	-	-	-	-
New River (Hertford Sewerage Diversion, &c.) - - - - -	-	81 - -	-	82 - -	-	-	-	-	-
New River (New Reservoirs, &c.) - - - - -	-	-	-	-	237 12 -	-	-	-	-
Norfolk Railway - - - - -	151 5 -	310 3 6	-	-	-	-	-	-	-
North London Railway - - - - -	223 3 -	-	-	-	-	-	-	-	-
North Metropolitan Railway - - - - -	713 7 6	-	-	-	-	-	-	-	-
North Shields Quays and Improvements - - - - -	-	-	-	87 - -	-	-	-	-	-
North and South-Western Junction Railway - - - - -	81 - -	-	-	-	-	-	-	-	-
North Yorkshire and Cleveland Railway - - - - -	369 14 -	-	-	-	-	-	-	-	-
Norwich Equitable Fire Assurance Company - - - - -	-	-	-	-	81 - -	-	-	-	-
Nottingham Waterworks - - - - -	-	146 - -	-	-	-	-	-	-	-
Oxford Poor Rate - - - - -	-	-	-	-	-	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway (Chipping Norton Branch). - - - - -	86 12 6	-	-	-	81 - -	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway (Stratford-upon-Avon and Stourbridge Branches). - - - - -	100 13 6	-	-	-	-	-	-	-	-
Ouse and Derwent, &c. Drainage - - - - -	-	-	-	-	81 - -	-	-	-	-
Padiham Waterworks - - - - -	-	105 - -	-	-	-	-	-	-	-
Paisley Waterworks, Nos. 1 and 2 - - - - -	-	210 - -	-	-	-	-	-	-	-
Patent Solid Sewage Manure Company, Nos. 1 and 2 - - - - -	-	-	-	-	92 - -	-	-	-	-
Perth and Dunkeld Railway - - - - -	218 - -	-	-	-	-	-	-	-	-
Petworth Road - - - - -	-	-	-	-	86 - -	-	-	-	-
Port Gordon Harbour Improvement - - - - -	-	-	81 - -	-	-	-	-	-	-
Portsmouth Railway - - - - -	167 17 -	-	-	-	-	-	-	-	-
Potteries, Biddulph, and Congleton Railway - - - - -	296 18 -	-	-	-	-	-	-	-	-
Portsmouth and Direct London and Portsmouth Railway - - - - -	37 - -	-	-	-	-	-	-	-	-
Park's Estate - - - - -	-	-	-	-	-	39 10 -	-	-	-
Peel's Estate - - - - -	-	-	-	-	-	40 10 -	-	-	-
Petre's (Lord) Estate - - - - -	-	-	-	-	-	38 10 -	-	-	-
Radclyffe and Pilkington Gas - - - - -	81 - -	-	-	-	-	-	-	-	-
Ratcliff Gas Relief - - - - -	98 - -	-	-	-	-	-	-	-	-
Radstock and Buckland Dinham Roads - - - - -	-	-	-	-	-	-	-	-	-
Ramsbottom Gas - - - - -	81 - -	-	-	-	-	-	-	-	-
Rhymney Railway - - - - -	428 18 6	-	-	-	-	-	-	-	85 - -

- (A.)
This Bill originated out
of Bill marked (A.)
above.

RETURN of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—continued.

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SESSION 1854—continued.							
Stirling's Estate - - - - -	-	-	-	-	-	45 10 -	-
Swinnerton's Name - - - - -	-	-	-	-	-	35 - -	-
Stocker's Divorce - - - - -	-	-	-	-	-	38 - -	-
Stourbridge and Bridgnorth Road - - - - -	-	-	-	-	88 - -	-	-
Staveley's Estate - - - - -	-	-	-	-	-	39 10 -	-
St. Catherine's Parish School and Charity Estates - - - - -	-	-	-	-	-	45 10 -	-
Stainforth's Estate - - - - -	-	-	-	-	-	38 10 -	-
Sewell's Estate - - - - -	-	-	-	-	-	39 10 -	-
Tacumshin Embankment - - - - -	-	-	-	-	81 - -	-	202 - -
Thames Embankment and Railway (London to West London Railway). - - - - -	-	-	-	-	-	-	213 - -
Thames Improvement - - - - -	-	-	-	-	-	-	-
Thursk and Yarm Road - - - - -	-	-	-	-	112 - -	-	-
Tormoham and Saint Mary Church Gas - - - - -	-	135 10 -	-	-	-	-	-
Torquay Railway - - - - -	-	-	-	-	-	-	46 - -
Towry Vale Railway - - - - -	164 5 -	-	-	-	-	-	-
Traethbach New Bridge and Road - - - - -	-	-	-	-	95 - -	-	-
Tralee and Killarney Railway - - - - -	-	-	-	-	-	-	-
Trowbridge Roads - - - - -	86 9 -	-	-	-	96 - -	-	-
Tyne (Keelmen) Act Amendment - - - - -	-	-	-	-	-	-	66 12 -
Tees Conservancy - - - - -	-	-	-	-	135 16 6	-	-
Thornhill's (Clara) Estate - - - - -	-	-	-	-	-	39 10 -	-
Universal Electric Telegraph Company - - - - -	-	-	-	-	-	-	131 - -
Wadsley and Langset Road - - - - -	-	-	-	-	-	-	-
Wandle Sewerage and Water - - - - -	-	-	-	-	91 - -	-	166 2 6
Warrington Improvement and Market - - - - -	-	-	-	81 - -	-	-	-
Washington Rectory Division - - - - -	-	-	-	-	-	-	79 - -
Waveney Valley Drainage - - - - -	-	-	-	-	-	-	95 8 -
Wellington Docks (Southwark) - - - - -	-	-	-	-	-	-	716 8 -
Wellington (Salop) Improvement - - - - -	-	-	-	-	-	-	-
Wells and Fakenham Railway - - - - -	146 - -	-	-	82 - -	-	-	-
West Bromwich Improvement, &c. - - - - -	-	-	-	243 8 -	-	-	-
West Hartlepool Improvement - - - - -	-	-	-	81 - -	-	-	-
West End of London and Crystal Palace Railway (Amalgamation, Sale or Lease). - - - - -	90 - -	-	-	-	-	-	-

(continued)

West End of London and Crystal Palace Railway (Extension to Bromley, &c.)	-	-	-
West London Railway	-	-	-
Westminster Terminus Railway	-	-	-
Weymouth and Melcombe Regis Markets	-	-	-
Whitehaven, Cleator, and Egremont Railway	-	-	-
Whitehaven Junction Railway	-	-	-
Whittle Dean, Newcastle upon-Tyne, Waterworks	-	-	-
Worsley's Estate	-	-	-
Winchester and Petersfield Road	-	-	-
Ward's Estate	-	-	-
Wyndham's Estate	-	-	-
Woking Common Estate	-	-	-
Wilkinson's Estate	-	-	-
Yeovil Improvement	-	-	-
York, Newcastle, and Berwick Railway (Construction of Docks, &c.)	-	-	-
York, Newcastle, and Berwick Railway (Pontop and South Shields, &c.)	-	-	-
York, Newcastle, and Berwick, &c., Railway Companies Amalgamation.	-	-	-
York, Newcastle, and Berwick, &c., Railway Companies (Working Arrangements, &c.)	-	-	-
York and North Midland Railway	-	-	-

SESSION 1854-5:

Aberdare Valley Railway	-	-	-
Abingdon Junction Railway	-	-	-
Aboyne, Ballater, Ermenar, and Cairnwell Road	-	-	-
Ardrie Rural District Police, Nos. 1 and 2	-	-	-
Allford and Boston Road	-	-	-
Ashton-under-Lyne Corporation, Gas, and Waterworks	-	-	-
Ayr Harbour	-	-	-
Earl of Abergavenny's Estate	-	-	-
Banff, Macduff, and Turriff Junction Railway	-	-	-
Bangor Markets and Public Institutions	-	-	-
Barnet and Willesden Railway	-	-	-
Barrow Harbour	-	-	-
Basingstoke, Stockbridge, and Lobcomb Corner Road	-	-	-
Belfast and County Down Railway	-	-	-
Birkenhead Docks and Liverpool Docks (Alteration and Modification of Liverpool Dock Rates, &c.)	-	-	-
Birkenhead Docks and Liverpool Docks (Enlargement of Trust Property of Birkenhead Dock Trustees, &c.)	-	-	-
Birkenhead Dock Trustees	-	-	-

SESSION 1854-5:

Aberdare Valley Railway	-	-	-
Abingdon Junction Railway	-	-	-
Aboyne, Ballater, Bruemar, and Cairnwell Road	-	-	-
Airdrie Rural District Police, Nos. 1 and 2	-	-	-
Allford and Boston Road	-	-	-
Ashton-under-Lyne Corporation, Gas, and Waterworks	-	-	-
Ayr Harbour	-	-	-
Earl of Abergavenny's Estate	-	-	-
Banff, Macduff, and Turriff Junction Railway	-	-	-
Bangor Markets and Public Institutions	-	-	-
Barnet and Willesden Railway	-	-	-
Barrow Harbour	-	-	-
Basingstoke, Stockbridge, and Lobcomb Corner Road	-	-	-
Belfast and County Down Railway	-	-	-
Birkenhead Docks and Liverpool Docks (Alteration and Modification of Liverpool Dock Rates, &c.)	-	-	-
Birkenhead Docks and Liverpool Docks (Enlargement of Trust Property of Birkenhead Dock Trustees, &c.)	-	-	-
Birkenhead Dock Trustees	-	-	-

RETURN of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued*.

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVEMENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	£. s. d.	£. s. d.
SESSION 1854-5— <i>continued</i> .								
Birkenhead, Lancashire, and Cheshire Junction and Great Western Railways.	-	-	-	-	-	-	46	-
Birmingham Canal Navigations	440 5 6	-	-	-	-	-	-	-
Birmingham Gas-Light and Coke Company	-	273 9 -	-	-	-	-	-	-
Birmingham Waterworks	-	301 14 -	-	-	-	-	-	-
Bognor Railway	81 - -	-	-	-	91 - -	-	-	-
Bolton and Nightingale's Road	-	-	-	-	-	-	-	-
Bombay, Baroda, and Central India Railway, Nos. 1 and 2	93 - -	-	-	-	-	-	-	-
Bridport Road (First District)	-	-	-	-	96 - -	-	-	-
Bridport and Broad Winsor Roads	-	-	-	-	91 - -	-	-	-
Bridport Railway	149 - -	-	-	-	-	-	-	-
Brighton Improvement Commissioners and Municipal Corporation	-	-	-	81 - -	-	-	-	-
Bristol and Exeter Railway	276 5 -	-	-	-	-	-	33	-
British and American Great Railway Land Company	-	108 - -	-	-	-	-	-	-
Bradford Corporations Waterworks	-	-	-	-	-	37 10 -	-	-
Bray's Estate	-	-	-	-	-	-	-	-
Caledonian Railway	463 5 6	-	-	-	-	-	-	-
Cambridge University and Town Waterworks	-	81 - -	-	-	-	-	-	-
Cape Town Railway and Dock Company	-	-	-	-	94 - -	-	115	-
Cardiff Improvement	-	-	-	-	-	-	-	-
Carlisle and Silloth Bay Railway and Dock	-	-	-	-	485 14 6	-	-	-
Carmarthen and Cardigan Railway	114 4 -	-	-	-	-	-	-	-
Charlbury, Witney, Woodstock, Eastone, and Great Tew Road	-	-	-	-	91 - -	-	124 2 6	-
Chester and Holyhead Railway	-	-	-	-	-	-	-	-
Chesterfield Waterworks and Gas	-	81 5 -	-	-	-	-	-	-
Colchester, Stour Valley, Sudbury, and Halstead Railway	81 - -	-	-	-	-	-	-	-
Colonial Life Assurance Company	-	-	-	-	88 - -	-	-	-
Commercial Road Trust	-	-	-	-	96 - -	-	40	-
Congleton Inclosure Exchange	-	-	-	-	-	-	-	-
Connaught Mining Company	-	-	-	-	81 - -	-	-	-
Cork and Youghal Railway	-	-	-	-	-	-	-	-
Corwall Railway	156 - -	-	-	-	-	-	-	-
Cromford and High Peak Railway	86 - -	-	-	-	-	-	-	-
Cromford and High Peak Railway	127 5 -	-	-	-	-	-	-	-
Cromarty's Estate	-	-	-	-	-	-	-	-
Lord Clermont's Estate	-	-	-	-	-	39 10 -	-	-
Cavendish Bridge and Hulland Ward Road	-	-	-	-	92 - -	41 10 -	-	-

(continued)

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Return of the Amount of Fees Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^d .						B I L L S	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	NOT R E A D 3 ^d .	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1854-5— <i>continued.</i>								
Halifax Gas and Coke Company	-	100 2 6	-	-	-	-	53 - -	
Hamilton Sanitary Improvement	-	-	-	-	-	-	-	
Harlepool Gas and Water Company	-	145 - -	-	-	-	-	-	
Hartlepool Pier and Port	-	-	681 3 -	-	-	-	-	
Hetton and Hull and Wyton and Flinton Road	-	-	-	-	91 - -	-	-	
Heywood Waterworks	-	81 - -	-	-	-	-	-	
Hourwithy Bridge	-	-	-	-	81 - -	-	-	
Honiton Road	-	-	-	-	91 - -	-	-	
Hyde Original Gasworks	-	-	-	-	-	-	52 - -	
Hill's Estate	-	-	-	-	-	41 - -	-	
Hoffe's Estate	-	-	-	-	-	38 10 -	-	
Hammond's Estate	-	-	-	-	-	38 10 -	-	
Huddersfield Burial Ground	-	-	-	-	-	87 - -	-	
Handcock's Estate	-	-	-	-	-	40 10 -	-	
Harvist's Estate	-	-	-	-	-	43 10 -	-	
Hereford Improvement Act, 1854 (Correction of an Oversight)	-	-	-	97 - -	-	-	-	
Hadow's Divorce	-	-	-	-	-	36 - -	-	
Halford's Estate	-	-	-	-	-	40 10 -	-	
Hyde Gas, Nos. 2 and 3	-	90 - -	-	-	-	-	-	
Inverury and Old Meldrum Railway	89 - -	-	-	-	-	-	77 5 -	
Ipsstones Mineral Branch Railway	-	-	-	-	-	-	-	
Jedburgh Railway	83 - -	-	-	-	-	-	-	
Jenkins's Estate	-	-	-	-	-	38 10 -	-	
Jones's Divorce	-	-	-	-	-	39 - -	-	
Keighley and Kendal Road	-	-	-	-	91 - -	-	-	
Kelso Bridge Act Amendment	-	-	-	-	90 15 -	-	-	
Kilmarnock Gas-Light Company	-	83 - -	-	-	-	-	-	
Kingston-upon-Hull, Hessle, and Ferryby Road	-	-	-	-	96 - -	-	-	
Kingston-upon-Thames Improvement	-	-	-	99 - -	-	-	-	

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Continue.

RETURN of the Amoun. of FEES Charged at the House of Commons upon every Private Bill presented, &c.—*continued.*

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
SESSION 1854-5— <i>continued.</i>							
National Loan Fund Life Assurance Society	-	-	-	-	-	-	-
Neath Vale Railway	211 -	-	-	-	95 6 -	-	-
Newcastle-upon-Tyne New Streets and Improvements	-	-	-	217 18 -	-	-	-
Newcastle-under-Lyme Gas	-	91 -	-	-	-	-	-
Newport Gas Company	-	96 -	-	-	86 - -	-	-
Newport (Monmouthshire) Corporation	-	-	-	-	183 2 6	-	-
New River Company and Trustees of the River Lee, Nos. 1 and 2.	-	-	-	-	-	-	-
Newton-in-Mackerfield (Lancashire) District Improvement	-	-	-	82 - -	-	-	-
Newton and Oswestry Railway	365 2 6	-	-	-	-	-	-
North Staffordshire Railway	-	-	-	-	-	-	-
North Yorkshire and Cleveland Railway	120 12 -	-	-	-	-	-	176 12 6
Nottingham and Loughborough Road	-	-	-	-	93 - -	-	-
Nottingham and Newhaven Road	-	-	-	-	120 - -	-	-
Oldham Corporation Gas and Water Supply	-	289 11 -	-	-	-	-	-
Ossett Gas	-	81 - -	-	-	-	-	-
Over Darwen Gas	-	146 - -	-	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway (Completion of Narrow Gauge).	402 7 6	-	-	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway (Improvements and Branches).	104 9 6	-	-	-	-	-	-
Oxford, Worcester, and Wolverhampton Railway (Postponement of Completion of Broad Gauge).	-	-	-	-	-	-	60 - -
Paisley Burgh	-	-	-	-	-	-	-
Peterborough and Wellingborough Road	-	-	-	-	-	-	-
Phoenix Gas-Light and Coke Company	-	-	-	-	108 15 -	-	-
Plymouth Great Western Docks	-	-	-	-	96 - -	-	-
Plymouth and Stonehouse Gas	-	172 2 -	147 - -	-	-	-	63 10 -
Portsmouth Railway	-	-	-	-	-	-	-
Price's Patent Candle Company	98 5 6	-	-	-	-	-	-
Pudsey Gas	-	81 - -	-	-	81 - -	-	-
Pidder's Divorce	-	-	-	-	-	38 1 -	-
Ratcliffe Gas-Light and Coke Company	-	83 - -	-	-	-	-	-
Regent's Canal Company	81 - -	-	-	-	-	-	-

(continued)

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RETURN of the Amount of FEES Charged at the House of Commons upon every Private Bill presented, &c.—continued.

	B I L L S R E A D 3 ^o .						B I L L S NOT READ 3 ^o .	
	RAILWAYS and CANALS.	G A S and WATERWORKS.	DOCKS and HARBOURS.	IMPROVE- MENTS.	MISCELLANEOUS.	ESTATE, DIVORCE, and other LORDS' BILLS.		
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
SESSION 1854-5—continued.								
Torquay Market and Slaughterhouses	-	-	-	94 11 -	-	-	-	
Torquay, Tor, and Saint Mary Church Gas	-	104 - -	-	-	-	-	46 - -	
Torquay Waterworks	-	-	-	-	-	-	-	
Ulster Railway	281 9 -	-	-	-	-	-	-	
Union Bank of Scotland	-	-	-	-	-	-	30 - -	
Uphill and Bleadon Road	-	-	-	-	-	-	78 - -	
Uxbridge Burgeage Lands	-	-	-	-	85 - -	-	-	
Wadhurst and West Farleigh Roads	-	-	-	-	91 - -	-	-	
Warrington Waterworks	-	94 6 -	-	-	-	-	-	
Waterford and Limerick Railway	216 - -	-	-	-	-	-	-	
Waveney Valley Railway	86 - -	-	-	-	-	-	-	
Wen and Bronygarth Roads	-	-	-	-	122 - -	-	-	
West Bromwich Improvement	-	-	-	81 - -	-	-	47 - -	
West End and Crystal Palace Railway and Westminster Terminus Railway.	-	-	-	-	-	-	-	
Western Bank of Scotland	-	-	-	-	-	-	30 - -	
Westminster Improvements	-	-	-	108 3 -	-	-	-	
Westminster Land Company	-	-	-	-	278 - -	-	-	
Westminster Terminus Railway Extension (Clapham to Norwood).	289 - -	-	-	-	-	-	-	
Weston-super-Mare Gas	-	94 - -	-	-	-	-	-	
West Somerset Mineral Railway	174 13 6	-	-	-	-	-	-	
Weymouth Waterworks	-	90 6 -	-	-	-	-	-	
Wigan and Preston Roads, North of Yarrow	-	-	-	-	111 - -	-	32 - -	
Wigan and Preston Roads, South of Yarrow	-	-	-	-	-	-	277 12 -	
Wolverhampton Corporation Waterworks	-	-	-	-	-	-	-	
Wolverhampton New Water Supply Works	-	313 - -	-	-	-	-	92 - -	
Wolverhampton Waterworks	-	-	-	-	-	-	-	
Woolwich Consumers Protective Gas Company	-	89 2 6	-	-	-	-	-	
Woolwich Gas	-	89 2 6	-	-	-	-	-	
Worcester and Hereford Railway	-	-	-	-	-	-	84 - -	
Wyndham's Divorce	-	-	-	-	-	37 - -	-	
Wisbech Town and Port and Nene Valley Drainage and Navigation Improvement.	-	-	-	129 - -	-	-	-	

5 June 1856.

Arthur Jones, Clerk of the Fees.

TOTAL Amount of FEES Received in each Session from 1848 to 1855, both inclusive.

			£.	s.	d.	
Session 1848	-	-	45,817	16	5	Paid to the House of Commons Commissioners, and applied towards payment of the salaries and expenses of the House of Commons.
„ 1849	-	-	24,292	19	10	
„ 1850	-	-	30,823	16	-	
„ 1851	-	-	37,740	17	6	Paid over to the Consolidated Fund, pursuant to Act 12 & 13 Vict. c. 172.
„ 1852	-	-	42,352	5	6	
„ 1853	-	-	75,566	15	2	
„ 1854	-	-	61,251	1	-	
„ 1855	-	-	42,865	15	2	

5 June 1856.

Arthur Jones,
Clerk of the Fees.

RETURN of the Amount Expended for such SALARIES and EXPENSES at the House of Commons, during each of the Years from the 1st day of April 1848 to the 1st day of April 1856, as were formerly defrayed out of the Fee Fund.

			Salaries and Expenses, as per Pay Lists.			Superannuations, as per Estimates.			Salaries charged on Consolidated Fund.			TOTALS.		
			£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
From 1 April 1848 to 31 March 1849	-	-	53,040	17	6	5,399	12	8	-	-	-	58,440	10	2
„ 1849	„	1850	42,795	14	3	5,095	12	8	-	-	-	47,891	6	11
„ 1850	„	1851	37,238	9	3	5,445	12	8	7,750	-	-	50,434	1	11
„ 1851	„	1852	42,306	14	5	4,288	2	8	6,000	-	-	52,594	17	1
„ 1852	„	1853	43,029	2	5	3,488	2	8	6,000	-	-	52,517	5	1
„ 1853	„	1854	40,095	-	4	6,488	2	8	6,000	-	-	52,583	3	-
„ 1854	„	1855	40,016	14	11	7,726	2	8	5,200	-	-	52,942	17	7
„ 1855	„	1856	39,751	13	11	6,556	12	8	3,000	-	-	49,308	6	7

5 June 1856.

Arthur Jones,
Clerk of the Fees.

FEES ON PRIVATE BILLS, &c.

RETURNS showing the Amount of FEES Charged at the House of Commons upon every PRIVATE BILL presented to The House from Session 1848 to 1855; also, the Total Amount of FEES Received in each of the said Sessions from Bills, Oppositions, or otherwise, and the Application of such Fees:—And, of the Amount Expended for such SALARIES and EXPENSES at the House of Commons, during each of the Years from 1 April 1848 to 1 April 1856, as were formerly defrayed out of the Fee Fund.

(*Mr. Hadfield.*)

*Ordered, by The House of Commons, to be Printed,
9 June 1856.*

[*Price 8d.*]

266.

Under 12 oz.

PETITIONS FOR PRIVATE BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

A RETURN “of all PETITIONS for PRIVATE BILLS Deposited in the Private Bill Office, for the present Session; with the NAME and ADDRESS of the AGENTS respectively, who have Deposited the same (in continuation of Parliamentary Paper, No. 491, of Session 1854-55).”

NAME OF PETITION.	NAME and ADDRESS of AGENT.
Aberdeen, Peterhead and Fraserburgh Railway - -	Holmes & Co., 18, Fludyer-street.
Aberdeen and Scottish Midland Junction, and Dundee and Arbroath Railway Companies.	G. & T. W. Webster, 31, Duke-street, Westminster.
Aberdeen and Scottish Midland Junction Railway Companies Amalgamation.	Durnford & Co., 39, Parliament-street.
Alford Valley Railway - - - - -	Dyson & Co., 24, Parliament-street.
Antrim and Coleraine Roads - - - - -	Wm. Bryden, 4, New Palace-yard.
Bagenalstown and Wexford Railway - - - - -	Pritt & Co., 7, Great George-street.
Banbridge Junction Railway - - - - -	Wm. Bryden, 4, New Palace-yard.
Bardney, &c. Drainage - - - - -	H. & W. Toogood, 22, Parliament-street.
Barnsdale and Leeds Road - - - - -	Sudlow & Co., 18, Manchester-buildings, Westminster.
Barnsley Canal and Collieries Railways - - - - -	Pritt & Co., 7, Great George-street.
Bath Gas - - - - -	J. Dorington & Co., 6, Parliament-street.
Bawtry and Tinsley Road - - - - -	Browne & Son, 13, Cannon-row.
Belfast Improvement - - - - -	Pritt & Co., 7, Great George-street.
Birkenhead Docks - - - - -	
Birkenhead Improvement Commissioners - - - - -	Browne & Son, 13, Cannon-row.
Blackburn, &c. Roads - - - - -	
Boston Gas - - - - -	J. Dorington & Co., 6, Parliament-street.
Boston, Sleaford and Midland Counties Railway Amendment - - - - -	Fearon & Clabon, 21, Great George-street.
Bournemouth Improvement and Pier - - - - -	
British and American Great Railway Land Company	J. Dorington & Co., 6, Parliament-street.
Broadstairs Harbour, Pier and Landing Place - - -	R. H. Wyatt, 28, Parliament-street.
Brough and Eamont Bridge Road - - - - -	Williamson & Co., 10, Great James'-street, Bedford-row.
Cambridge University and Town - - - - -	J. Dorington & Co., 6, Parliament-street.
Canada Company - - - - -	
Cannock Mineral Railway - - - - -	Macdougall & Newall, 44, Parliament-street.
Carmarthen and Cardigan Railway - - - - -	Dyson & Co., 24, Parliament-street.
Castle Douglas and Dumfries Railway - - - - -	Grahame & Co., 30, Great George-street.
Caterham Railway - - - - -	Bircham & Co., 46, Parliament-street.
Ceylon Railway Company - - - - -	Pritt & Co., 7, Great George-street.
Chatham District Water - - - - -	Dyson & Co., 24, Parliament-street.

NAME OF PETITION.	NAME and ADDRESS of AGENT.
Cheltenham Gas - - - - -	J. Dorington & Co., 6, Parliament-street.
Chester and Northop Road - - - - -	
Clay Cross Water - - - - -	
Chorley Water - - - - -	
Cleobury, North, &c. District Roads - - - - -	H. & W. Toogood, 22, Parliament-street.
Colnbrook, Datchet and Slough Road - - - - -	Durnford & Co., 39, Parliament-street.
Colne Valley and Halstead Railway - - - - -	Marchant & Pead, 30, Great George-street.
Colonial Bank - - - - -	J. Dorington & Co., 6, Parliament-street.
Conway and Llandudno Road - - - - -	R. H. Wyatt, 28, Parliament-street.
Cork Bridges, Waterworks, &c. - - - - -	Pritt & Co., 7, Great George-street.
Cork and Youghal Railway - - - - -	Dyson & Co., 24, Parliament-street.
Coventry (City) Gas - - - - -	Grahame & Co., 30, Great George-street.
Crowland and Eye Road - - - - -	Pritt & Co., 7, Great George-street.
Crystal Palace Company - - - - -	Dyson & Co., 24, Parliament-street.
Darenth Valley Railway - - - - -	R. H. Wyatt, 28, Parliament-street.
Deeping Fen Drainage - - - - -	Dyson & Co., 24, Parliament-street.
Deeside and Alford Valley Railway - - - - -	Holmes & Co., 18, Fludyer-street.
Denny Junction Railway - - - - -	Deans & Rogers, 23, Fludyer-street.
Dewsbury, Batley and Heckmondwike Water - - - - -	Pritt & Co., 7, Great George-street.
Doddington Rectory Division - - - - -	Macdougall & Newall, 44, Parliament-street.
Donington Turnpike Trust - - - - -	W. Burchell, 5, Broad Sanctuary, Westminster.
Dorset Central Railway - - - - -	H. & W. Toogood, 22, Parliament-street.
Dover Water - - - - -	Dyson & Co., 24, Parliament-street.
Driffild Navigation - - - - -	H. & W. Toogood, 22, Parliament-street.
Dublin (City) Steam Packet Company - - - - -	Wm. Bryden, 4, New Palace-yard.
Dunblane, Doune and Callander Railway - - - - -	Dodds & Greig, 17, Fludyer-street.
Dundee Harbour - - - - -	G. & T. W. Webster, 31, Duke-street, Westminster.
Dundalk and other Roads Turnpikes Abolition - - - - -	J. Dorington & Co., 6, Parliament-street.
East Indian Railway Company - - - - -	
Eastern Counties Railway - - - - -	
East Kent Railway - - - - -	
Eastern Union Railway - - - - -	Dyson & Co., 24, Parliament-street.
East of Fife Railway - - - - -	Dodds & Greig, 17, Fludyer-street.
East Somerset Railway - - - - -	Dyson & Co., 24, Parliament-street.
Edinburgh Municipality - - - - -	Maitland & Graham, 19, College-street, Westminster.
Edinburgh Water - - - - -	Richardson & Co., 21, Fludyer-street.
Elgin and Lossiemouth Harbour Improvement - - - - -	Holmes & Co., 18, Fludyer-street.
Ely Tidal Harbour and Railway - - - - -	Pritt & Co., 7, Great George-street.
Epsom and Leatherhead Railway - - - - -	W. G. Roy, 28, Great George-street.
Filey Water - - - - -	Durnford & Co., 39, Parliament-street.
Fleetwood, Preston and West Riding Junction Railway - - - - -	Gregorys & Co., 11, Parliament-street.
Forest of Dean Central Railway - - - - -	Fearon & Clabon, 21, Great George-street.
Formartine and Buchan Railway - - - - -	Dyson & Co., 24, Parliament-street.
Gainsborough Gas - - - - -	
Glasgow Court-houses and Public Offices - - - - -	Richardson & Co., 21, Fludyer-street.
Glasgow Paving - - - - -	
Glastonbury and Bruton Railway - - - - -	H. & W. Toogood, 22, Parliament-street.
Gloucester Gas - - - - -	J. Dorington & Co., 6, Parliament-street.
Godley Lane Road - - - - -	Pritt & Co., 7, Great George-street.
Grand Junction Water - - - - -	
Gravesend Improvement - - - - -	Dyson & Co., 24, Parliament-street.

NAME OF PETITION.	NAME and ADDRESS of AGENT.
Halifax and Huddersfield Road - - - -	Durnford & Co., 39, Parliament-street.
Hampstead Junction Railway - - - -	H. & W. Toogood, 22, Parliament-street.
Haslingden and Rawtenstall Water - - - -	Macdougall & Newall, 44, Parliament-street.
Heywood Gas - - - -	Dyson & Co., 24, Parliament-street.
Honiton and Sidmouth Road - - - -	J. Dorington & Co., 6, Parliament-street.
Imperial Hotel Company - - - -	G. & T. W. Webster, 31, Duke-street, Westminster.
Imprisoned Debtors' Discharge Society - - -	Ed. Walmisley, 25, Abingdon-street.
Inverness and Aberdeen Junction Railway - -	Theodore Martin, 10, New Palace-yard.
Isle of Wight Steam Bridge and Approaches - -	R. H. Wyatt, 28, Parliament-street.
Kettering and Newport Pagnell Road - - -	J. Dorington & Co., 6, Parliament-street.
Killarney Junction Railway and Tralee and Killarney Railway.	Wm. Bryden, 4, New Palace-yard.
Kinross-shire Railway - - - -	Dodds & Greig, 17, Fludyer-street.
Kirkwall Harbour - - - -	Johnston & Co., 4, Old Palace-yard.
Knaresborough and Green Hammerton Road - -	} Durnford & Co., 39, Parliament-street.
Knaresborough and Pateley Bridge Road - -	
Knottingley Gas - - - -	Dyson & Co., 24, Parliament-street.
Lambeth Water - - - -	Bell, Steward & Lloyd, 49, Lincoln's Inn Fields.
Lancaster Gas - - - -	Macdougall & Newall, 44, Parliament-street.
Lands Improvement Company of Scotland - - -	Connell & Hope, 17, Fludyer street.
Leeds Improvement Acts Amendment - - -	} Pritt & Co., 7, Great George-street.
Leeds Water - - - -	
Leicester and Welford Road - - - -	
Lewes, Eastbourne and Hailsham Road - - -	R. H. Wyatt, 28, Parliament-street.
Lincoln Water - - - -	Macdougall & Newall, 44, Parliament-street.
Llanidloes and Newtown Railway - - - -	R. H. Wyatt, 28, Parliament-street.
London, Barking and Victoria Docks Junction Railway.	Dyson & Co., 24, Parliament-street.
London Diocesan Church Building Society - - -	
London Docks - - - -	
London and South Western Railway (Dorchester to Exeter) - - - -	J. Dorington & Co., 6, Parliament-street.
London and South Western Railway (Yeovil to Exeter)	
London and North Western Railway - - - -	} Pritt & Co., 7, George-street.
London Printing and Publishing Company - - -	
London, Tilbury and Southend Railway (Extension and Branches) - - - -	} Dyson & Co., 24, Parliament-street.
London, Tilbury and Southend Railway (Increase of Capital, &c.) - - - -	
Londonderry and Enniskillen Railway - - -	Tyrrell & Co., 26, Great George-street.
Lowestoft and Beccles Railway - - - -	Dyson & Co., 24, Parliament-street.
Luton District Road - - - -	} Marchant & Pead, 30, Great George-street.
Luton, Dunstable and Welwyn Junction Railway -	
Lymington Railway - - - -	
Maybole and Girvan Railway - - - -	Deans & Rogers, 23, Fludyer-street.
Metropolitan Railway - - - -	Dyson & Co., 24, Parliament-street.
Middlesbrough Improvement - - - -	Durnford & Co., 39, Parliament-street.
Mid-Kent Railway (Bromley Extension) - - -	Pritt & Co., 7, Great George-street.
Mid-Kent Direct Railway (Bromley to Saint Mary Cray.)	R. H. Wyatt, 28, Parliament-street.
Midland Great Western Railway of Ireland - -	Hunt & Co., 3, Whitehall-place.
Midland Railway - - - -	Pritt & Co., 7, Great George-street.
Milford Junction Railway - - - -	T. L. Marriott, 1, Lancaster-place, Strand.

NAME OF PETITION.	NAME and ADDRESS of AGENT.
Monmouth Roads - - - - -	Dyson & Co., 24, Parliament-street.
Moore and Warrington Railway - - - - -	Pritt & Co., 7, Great George-street.
Morayshire Railway - - - - -	Theodore Martin, 10, New Palace-yard.
Nawab of Surat Treaty - - - - -	Gregorys & Co., 11, Parliament-street.
Norfolk Railway - - - - -	} Pritt & Co., 7, Great George-street.
North British Railway - - - - -	
North of Europe Steam Navigation Company - - - - -	J. Dorington & Co., 6, Parliament-street.
North Shields and Tynemouth Dock - - - - -	Grahame & Co., 30, Great George-street.
North Staffordshire Railway (Liverpool Extension) - - - - -	} Pritt & Co., 7, Great George-street.
North Staffordshire Railway (Sandbach to Warrington)	
North Staffordshire Railway, St. Helen's Canal and Railway, &c. - - - - -	
North Western Railway - - - - -	Dyson & Co., 24, Parliament-street.
North Western Railway of Ireland - - - - -	Wm. Bryden, 4, New Palace-yard.
Norwich Union Life Insurance Society - - - - -	Lyon & Co., 7, Spring Gardens.
Oxford, Worcester and Wolverhampton Railway (Additional Capital, &c.) - - - - -	} Dyson & Co., 24, Parliament-street.
Oxford, Worcester and Wolverhampton Railway (Extension of Line, &c.) - - - - -	
Penrith and Cockermouth Roads - - - - -	} Maitland & Graham, 19, College-street, Westminster.
Perth, Almond Valley and Methven Railway - - - - -	
Perth Burgh and Harbour - - - - -	H. & W. Toogood, 22, Parliament-street.
Poole and Bourne Valley Railway - - - - -	} Dyson & Co., 24, Parliament-street.
Provincial Railways (London Joint Station) - - - - -	
Renfrewshire Roads - - - - -	Grahame & Co., 30, Great George-street.
Rhosydd Railway - - - - -	R. H. Wyatt, 28, Parliament-street.
Rotherham and Barnby Moor Road - - - - -	} Dyson & Co., 24, Parliament-street.
Rotherham and Swinton Road - - - - -	
Saint Ives and West Cornwall Junction Railway - - - - -	J. Dorington & Co., 6, Parliament-street.
Salisbury Market Branch Railway and Market-house - - - - -	J. Lambert, 18, Manchester-buildings.
Scarborough Water - - - - -	Dyson & Co., 24, Parliament-street.
Scottish Central Railway - - - - -	Grahame & Co., 30, Great George-street.
Severn Navigation Improvement Commission - - - - -	J. Dorington & Co., 6, Parliament-street.
Severn Valley Railway - - - - -	H. & W. Toogood, 22, Parliament-street.
Shrewsbury Water - - - - -	} Theodore Martin, 10, New Palace-yard.
Shrewsbury and Hereford Railway - - - - -	
Shrewsbury and Welchpool Railway - - - - -	Pritt & Co., 7, Great George-street.
Sittingbourne and Sheerness Railway - - - - -	Durnford & Co., 39, Parliament-street.
Sleaford and Tattershall Turnpike Trust - - - - -	Walmisley & Son, 23, Parliament-street.
Southport Water - - - - -	Macdougall & Newall, 44, Parliament-street.
Stirling and Dunfermline Railway - - - - -	Deans & Rogers, 23, Fludyer-street.
Stockport and Warrington Road - - - - -	Dyson & Co., 24, Parliament-street.
Stockton and Darlington Railway - - - - -	Pritt & Co., 7, Great George-street.
Stockton and Darlington and Newcastle and Carlisle Union Railway.	Bircham & Co., 46, Parliament-street.
Stockton and Middlesbrough New Road and Bridge - - - - -	Durnford & Co., 39, Parliament-street.
Swansea Vale Railway - - - - -	J. Dorington & Co., 6, Parliament-street.
Thames Embankment and Railway - - - - -	Holmes & Co., 18, Fludyer-street.
Thames Haven Dock and Railway - - - - -	H. & W. Toogood, 22, Parliament-street.
Thames and Medway Rivers Conservancy - - - - -	Edward Tyrrell, Guildhall.
Tormoham Water - - - - -	Gregorys & Co., 11, Parliament-street.
Tottenham, Hornsey and Willesden Railway - - - - -	Holmes & Co., 18, Fludyer-street.

NAME OF PETITION.	NAME and ADDRESS of AGENT.
Ulster Railway - - - - -	Pritt & Co., 7, Great George-street.
Uttoxeter and Blythe Marsh Road - - - - -	Bell, Cowdell & Boyce, 2, Raymond-buildings, Grays-inn.
Vale of Clwyd Railway - - - - -	Edwards & Co., 11, New Palace-yard.
Wakefield Gas - - - - -	Pritt & Co., 7, Great George-street.
Wandsworth and Putney Gas - - - - -	Reece & Co., 10, St. Swithin's-lane.
Waveney Valley Railway - - - - -	Dyson & Co., 24, Parliament-street.
Wem and Bronygarth Roads - - - - -	} Walmisley & Son, 23, Parliament-street.
West Ham Gas - - - - -	
West London and Crystal Palace Railway - - - - -	Wm. Bryden, 4, New Palace-yard.
Westminster Terminus Railway - - - - -	R. H. Wyatt, 28, Parliament-street.
Westminster Terminus Railway (West London Extension).	Marchant & Pead, 30, Great George-street.
West of Fife Mineral Railway - - - - -	Maitland & Graham, 19, College-street, Westminster.
Weymouth and Melcombe Regis Gas - - - - -	Dyson & Co., 24, Parliament-street.
Wimbledon and Croydon-Railway - - - - -	H. & W. Toogood, 22, Parliament-street.
Worcester and Hereford Railway - - - - -	} Pritt & Co., 7, Great George-street.
Worksop Gas - - - - -	
Wolverhampton Water - - - - -	Richardson & Co., 21, Fludyer-street.
Wycombe Railway - - - - -	} Dyson & Co., 24, Parliament-street.
Yarmouth and Haddiscoe Railway - - - - -	

Private Bill Office, }
21 July 1856. }

R. K. Gibbons.

PETITIONS FOR PRIVATE BILLS.

RETURN of PETITIONS for PRIVATE BILLS.
Deposited at the Private Bill Office, for Session
1856 (in continuation of Parliamentary Paper,
No. 491, of Session 1854-55.)

(*Mr. Brotherton.*)

Ordered, by The House of Commons, to be Printed
22 July 1856.

PUBLIC BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—*for*,

AN ALPHABETICAL LIST “of the PUBLIC BILLS which have been introduced into The HOUSE during the present SESSION ; stating by whom introduced, or which have been brought from The HOUSE OF LORDS ; the DATES of their several Stages in this House, and distinguishing those which have since become Law (in continuation of Parliamentary Paper, No. 487, of Session 1854-5).”

(*Mr. Brotherton.*)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

ALPHABETICAL LIST of the PUBLIC BILLS which have been introduced into The House during the present Session, stating by whom introduced, or which have been brought from The House of Lords; the DATES of their several Stages in this House, and distinguishing those which have since become Law.

1.—BILLS which have been introduced into The House of Commons during the Session 1856.

TITLE OF BILL.	By whom Introduced.	When Ordered.	Read 1 ^o .	Number of Times 2 ^o deferred.	Read 2 ^o .	Number of Times Committee deferred.	Considered in Committee.	Number of Times as Amended, considered, deferred.	As Amended, considered.	Number of Times 3 ^o deferred.	Read 3 ^o .	Lords' Amendments Agreed to.	Royal Assent.
Aberdeen Colleges	-	25 July	-	-	Second Reading put off for Three Months.	-	-	-	-	-	1 July	-	14 July.
Advowsons	-	4 March	-	-	21 May	7	2 & 30 June	-	-	-	-	-	-
Aggravated Assaults	-	12 March	-	1	Second Reading put off for Six Months, 7 May.	-	-	-	-	-	-	-	-
Aldershot Camp	-	19 February	22 February	-	14 March	1	11 June	-	-	-	12 June	17 July	21 July.
Annuities -	-	25 February	26 February	-	27 February	-	28 February	-	29 February	-	3 March	-	7 March.
Annuities (No. 2)	-	21 May	-	-	23 May	-	26 May	-	-	-	27 May	-	5 June.
The Chancellor of the Exchequer.	-	9 June	10 June	-	12 June	-	13 June	-	-	-	16 June	-	7 July.
The Chancellor of the Exchequer.	-	1 April	3 April	1	14 April	2	25 April	-	28 April	-	29 April	-	5 June.
Bankers' Compositions	-	15 February	29 February	17	27 June	5	Bill withdrawn, 17 July.	-	-	-	-	-	-
Bankruptcy and Insolvency (Ireland)	-	4 February	26 February	1	12 March	1	4, 11 April	-	14 April	-	21 April, read 3 ^o ; 24 April, passed.	17 July	29 July.
Bankruptcy (Scotland)	-	14 February.	-	-	-	-	-	-	-	-	-	-	-
Bills of Exchange and Promissory Notes	-	4 March	-	1	Bill withdrawn, 15 April.	-	-	-	-	-	-	-	-
Bleaching, &c., Works	-	15 April	-	9	Second Reading put off for Six Months, 2 July.	-	-	-	-	-	-	-	-
Bleaching, &c., Works (No. 2)	-	26 May	-	9	Bill withdrawn, 10 July.	-	-	-	-	-	-	-	-
Burial Acts Amendment	-	4 February	4 February	-	8 February	25	14, 21 April; 30 June; 10 & 17 July.	-	18 July	-	21 July	-	29 July.
Burial Grounds (Ireland)	-	14 March	-	2	14 April	4	14 April; 30 May; 9 June.	2	20 June	-	26 June	18 July	29 July.
Cambridge University	-	25 February	7 February	6	Bill withdrawn, 27 June.	-	-	-	-	-	-	-	-
Carlisle Canonries	-	19 June	-	1	26 June	1	30 June; 3 July	-	-	-	26 February.	-	21 July.
Charitable Uses	-	19 June	-	1	26 June	1	30 June; 3 July	-	-	-	4 July	-	-
Church Building Commission	-	19 June	-	1	26 June	1	30 June; 3 July	-	-	-	-	-	-

Church Rates	Mr. Pecke	5 February	1	Bill withdrawn, 21 May.	18 July	23 July.
Church Rates Abolition	Sir William Clay	8 February	-	5 March - 10	-	-
Civil Service Superannuation	The Chancellor of the Exchequer.	15 February	1	19 February - 4	-	Bill withdrawn, 18 July.
Coastguard Service	Sir C. Wood	14 July	-	15 July -	-	-
Coalwhippers, Port of London	Mr. Lowe	28 April	6	Bill withdrawn, 4 July.	-	-
Catholic Marriages Validity	Mr. Massey	19 June	-	23 June -	-	29 July.
Commissioners of Supply (Scotland)	Mr. Dunlop	19 February	-	12 March - 2	1	29 July.
Cannon Income	Mr. Massey	14 February	1	18 February -	22 February	11 April.
Common Indulgences No. 2	Mr. Massey	2 July	-	3 July -	7 July	29 July.
Consolidated Fund Appropriation	The Chancellor of the Exchequer.	7 July	-	9 July -	15 July	29 July.
Consolidated Fund 1,631,005 <i>l.</i> 1 <i>s.</i> 6 <i>d.</i>	The Chancellor of the Exchequer.	25 February	-	27 February -	29 February	7 March.
Consolidated Fund 2,600,000 <i>l.</i>	The Chancellor of the Exchequer.	4 March	-	5 March -	7 March	14 March.
Corporations' Disqualification Removal	Mr. Mitchell	12 February	3	Bill withdrawn, 27 February.	-	-
Court of Chancery (Ireland) Appeals	Viscount Palmerston	19 June	-	10 July - 3	18 July	29 July.
Court of Chancery (Ireland) Jurisdiction	Mr. Attorney-General for Ireland.	27 June	-	1 July - 2	15 July	29 July.
Court of Chancery (Ireland) Procedure	Mr. Whiteside	4 February	1	25 February	-	-
Court of Chancery (Ireland) Receivers	Mr. Attorney-General for Ireland.	4 February	1	25 February	-	-
Court of Chancery (Ireland) Sales of Estates.	Mr. Attorney-General for Ireland.	4 February	1	25 February	-	-
Court of Chancery (Ireland)	Mr. Attorney-General for Ireland.	4 February	2	18 February	-	-
Court of Chancery Receivers (Ireland)	Mr. Attorney-General for Ireland.	27 June	-	1 July - 2	10 July	29 July.
Court of Exchequer (Scotland)	The Lord Advocate	4 February.	-	-	-	-
Court of Exchequer (Scotland)	The Lord Advocate	2 May	-	19 May - 7	27 June	21 July.
Court of Common Law (Ireland)	Mr. Attorney-General for Ireland.	5 February	2	31 March - 15	7 July	29 July.

(continued)

1.—BILLS which have been introduced into The House of Commons during the Session 1856—*continued*.

TITLE OF BILL.	By whom Introduced.	When Ordered.	Read 1 ^o .	Number of Times 2 ^o deferred.	Read 2 ^o .	Number of Times Committee deferred.	Considered in Committee.	Number of Times as Amended, considered, deferred.	As Amended, considered.	Number of Times 3 ^o deferred.	Read 3 ^o .	Lords' Amendments Agreed to.	Royal Assent.
Criminal Appropriation of Trust Property.	Mr. Attorney-General	3 April	3 July	4	Bill withdrawn, 21 July.								
Criminal Justice	Mr. Deedes	7 July	7 July	-	9 July	-	10 July	-	-	-	11 July	25 July	29 July.
Cursitor Baron of the Exchequer	The Chancellor of the Exchequer.	15 July	15 July	-	17 July	-	17 July	-	-	-	18 July	-	29 July.
Customs	Mr. Wilson	8 July	8 July	-	Bill withdrawn, 9 July.								
Customs (No. 2)	Mr. Wilson	9 July	9 July	-	10 July	-	11 July	-	-	-	14 July	-	29 July.
Deeds (Scotland)	The Lord Advocate	11 June	12 June	4	26 June	-	1 July	-	3 July	-	4 July	-	29 July.
Delamere Forest	Mr. Wilson	15 February	18 February	-	21 February	-	22 February	-	-	-	25 February	-	11 April.
Dissenters' Marriages	Mr. Pellatt	7 February	7 February	2	5 March	6	- - 9 April; 5 and 20 May; 4 June.	4	20 and 26 June.	-	30 June	25 July	29 July.
Distillation from Rice	Mr. Wilson	27 June	27 June	-	30 June	-	1 July	-	-	-	2 July	-	14 July.
Drafts on Bankers	Mr. Pellatt	4 February	25 February	3	3 April	-	7 and 11 April	-	-	2	24 April	-	23 June.
Drainage Advances Acts Amendment	Mr. Wilson	14 February	14 February	-	18 February	1	20 February	-	21 February	2	28 February	-	14 March.
Drainage (Ireland)	Mr. Wilson	1 May	1 May	5	16 June	2	26 June	-	27 June	-	30 June	17 July	21 July.
Dublin Metropolitan Police	Mr. Horsman	21 April	21 April	10	Bill withdrawn, 1 July.								
Dublin University	Mr. Napier	23 May	23 May	8	Bill withdrawn, 10 July.								
Dwellings for Labouring Classes (Ireland).	Sir W. Somerville	14 February	14 February	-	4 March	-	30 April; 18 June	-	20 June	-	27 June	17 July	21 July.
Dwellings for Labouring Classes (Ireland) (No. 2).	Sir W. Somerville	18 July	18 July	-	Second reading put off for Three Months, 18 July.								
Ecclesiastical Courts, &c.	Mr. Headlam	10 July	10 July	-	Bill withdrawn, 14 July.								
Ecclesiastical Courts Jurisdiction	Mr. Collier	7 February	8 February	12	Dropped.								
Education (Scotland)	The Lord Advocate	8 April	9 April	10	Bill withdrawn, 27 June.								
Episcopal and Capital Estates	Marquis of Blandford	4 February	4 February	-	20 February; And committed to a Select Committee.								
Episcopal and Capital Estates Continuance.	Sir George Grey	9 July	9 July	-	10 July	-	11 July	-	-	-	14 July	-	29 July.
Exchequer Bills Funding	The Chancellor of the Exchequer.	25 February	26 February	-	27 February	-	28 February	-	29 February	-	3 March	-	7 March.
Exchequer Bills (21,182,700 <i>l.</i>)	Mr. Wilson	10 April	11 April	-	14 April	-	15 April	-	-	-	16 April	-	29 April.
Exchequer Bills (4,000,000 <i>l.</i>)	The Chancellor of the Exchequer.	24 June	25 June	-	26 June	-	27 June	-	-	-	30 June	-	14 July.
Excise	Mr. Wilson	30 May	30 May	-	2 June	-	4 June	-	5 June	1	9 June	-	30 June.

1.—BILLS which have been introduced into The House of Commons during the Session 1856—continued.

TITLE OF BILL.	By whom Introduced.	When Ordered.	Read 1 ^o .	Number of Times 2 ^o deferred.	Read 2 ^o .	Number of Times Committee deferred.	Considered in Committee.	Number of Times Amended, considered, deferred.	As Amended, considered.	Number of Times 3 ^o deferred.	Read 3 ^o .	Lords' Amendments Agreed to.	Royal Assent.
Local Dues on Shipping	Mr. Lowe	4 February	4 February	2	Bill withdrawn, 26 February.								
London Corporation	Sir George Grey	1 April	1 April	8	Bill withdrawn, 20 June.								
Lunatic Asylums Act Amendment	Sir George Pechell	11 July	11 July	-	14 July	-	15 July	-	17 July	-	18 July	-	29 July.
Lunatic Asylums (Ireland)	Mr. Horsman	15 April	15 April	3	Bill withdrawn, 23 May.								
Lunatic Asylums (Ireland), (No. 2)	Mr. Horsman	23 May	23 May	3	17 June	-	20 June	5	Dropped.				
Lunatic Asylums (Ireland) Superannuation.	Sir R. Ferguson	14 July	14 July	-	15 July	1	18 July	-	-	-	21 July	-	20 July.
Marine Mutiny	Sir C. Wood	12 February	28 February	-	29 February	-	3 March	-	-	2	7 March	-	14 March.
Married Women's Reversionary Interest.	Mr. Malins	26 February	26 February	-	4 March	4	3 April	-	-	2	9 May.	-	
Maynooth College	Mr. Spooner	15 April	15 April	3	Bill withdrawn, 26 June.								
Medical Profession	Mr. Headlam	8 February	8 February	-	20 February	5	Bill withdrawn, 7 July.						
Medical Qualification and Registration	Lord Elcho	7 April	7 April	-	14 April	Reported from Select Committee, 10 June.							
Metropolis Local Management Act Amendment.	Mr. Attorney-General	25 February	28 February	1	4 March	3	Bill withdrawn, 9 May.						
Metropolis Local Management Act Amendment (No. 2).	Sir B. Hall	20 June	20 June	-	27 June	-	30 June	-	1 July	1	3 July	24 July	29 July.
Metropolitan Police	Sir George Grey	4 February	4 February	-	6 February	-	7 February	-	-	-	8 February	-	28 February.
Militia Ballots Suspension	Mr. Peel	30 June	30 June	-	1 July	-	3 July	-	-	-	4 July	-	14 July.
Militia Pay	Mr. Peel	4 July	7 July	-	9 July	2	15 July	-	17 July	-	18 July	-	29 July.
Ministers' Money (Ireland)	Mr. Fagan	19 February	19 February	1	Second Reading put off for Six Months, 16 April.								
Municipal Reform (Scotland)	Mr. Ewart	12 February	13 February	1	Bill withdrawn, 12 March.								
Mutiny	Mr. Monsell	25 February	28 February	-	29 February	-	3 March	-	-	2	7 March	-	14 March.
National Gallery	Mr. Wilson	18 April	21 April	-	25 April	-	2 May	-	5 May	1	9 May	16 June	23 June.
National Gallery Site	The Chancellor of the Exchequer.	5 June	5 June	6	Bill withdrawn, 30 June								
Nuisances Removal, &c. (Scotland)	The Lord Advocate	4 February	26 February	7	Bill withdrawn, 22 May.								
Nuisances Removal (Scotland), (No. 2)	The Lord Advocate	22 May	23 May	1	6 June	6	7 and 10 July.	-	11 July	-	14 July	24 July	29 July.
Oath of Abjuration	Mr. Milner Gibson	22 February	22 February	-	9 April	9	23 May	-	26 May	1	9 June.	-	
Offences against the Person	Sir F. Kelly	14 February.		-									
Outlawries	-	31 January	31 January	-									
Out-Pensioners, Greenwich and Chelsea.	Mr. Peel	29 February	29 February	-	3 March	-	6 March	-	-	-	7 March	-	11 April.
Oxford College Estates	Lord R. Cecil	27 June	27 June	-	30 June	-	1 July	-	-	-	2 July	23 July	29 July.

		8 April	9 April	7	2 June	4	13, 26, 27 June; 3 July.	1	3 July	4 July	21 July, and some dis- agreed to. Bill with- drawn, 25 July.
Parochial Schools (Scotland)	Sir George Grey	-	-	-	-	-	-	-	-	-	-
Partnership Amendment	Mr. Lowe	1 February	1 February	1	8 February	1	25 February	Bill withdrawn, 10 March.	-	14 July, and Bill withdrawn.	-
Partnership Amendment (No. 2)	Mr. Lowe	7 April	7 April	7	26 May	7	4 July	-	1	30 May	-
Pawnbrokers	Mr. Wilson	5 May	5 May	-	9 May	2	26 May	-	-	30 May	23 June.
Police, Counties and Boroughs	Sir George Grey	5 February	5 February	6	10 March	3	14 March; 25 April; 2 and 9 May.	-	-	30 May	4 July; one disagreed to.
Poor Law Amendment	Mr. Bouvierie	3 April	3 April	7	Bill withdrawn, 23 May.	-	-	-	-	-	-
Poor Law Amendment (No. 2)	Mr. Bouvierie	23 May	23 May	9	Bill withdrawn, 10 July.	-	-	-	-	-	-
Poor Law Amendment (Scotland)	The Lord Advocate	21 May	21 May	2	30 May	3	16 June	3	27 June	14 July	25 July.
Poor Law (Ireland)	Mr. Napier	10 April	10 April	16	Bill withdrawn, 23 July.	-	-	-	-	10 July	21 July.
Prisons (Ireland)	Mr. Horsman	4 February	4 February	2	25 February	14	1 July	-	2	-	-
Procedure and Evidence	Sir Fitzroy Kelly	14 March	25 April	1	19 May	10	Dropped.	-	-	-	-
Proctors in Ecclesiastical Courts	Mr. Hadfield	21 July	21 July	-	Second Reading negatived, 22 July.	-	-	-	-	-	-
Public Health	Mr. Cowper	20 May	26 May	6	26 June	1	27 June	Bill put off for Three Months, 8 July.	-	2 June	23 June.
Public Health (Supplemental)	Mr. Cowper	22 May	22 May	-	26 May	-	30 May	-	-	-	-
Public Revenue	Mr. Wilson	26 June	Brought in as "Revenue, Transfer of Charges."	-	-	-	-	-	-	14 April	29 April.
Public Works	Mr. Wilson	31 March	1 April	-	4 April	-	7 April	-	-	14 April	29 April.
Public Works (Ireland)	Mr. Wilson	31 March	1 April	-	4 April	-	7 April	-	-	-	-
Queen's Colleges (Ireland)	Mr. Horsman	23 June	23 June	4	Bill withdrawn, 15 July.	-	-	-	-	-	-
Racehorse Duty	The Chancellor of the Exchequer.	10 July	10 July	-	14 July	-	15 July	-	-	18 July	29 July.
Railways Act (Ireland), 1851, Con- tinuance.	Mr. Horsman	7 July	7 July	-	9 July	-	10 July	-	-	11 July	29 July.
Railway and Canal Traffic	Mr. Blackburn	6 March	6 March	5	Second Reading put off for Six Months, 17 June.	-	-	-	-	-	-
Rating of Mines	Mr. Kendall	24 April	24 April	4	Bill withdrawn, 2 July.	-	-	-	-	-	-
Reformatory and Industrial Schools	Sir Stafford Northcote	31 March	31 March	-	16 April	-	18 April; 22 and 26 May.	-	-	30 May	29 July.
Reformatory Schools (Scotland)	Mr. Dunlop	19 February	19 February	-	12 March	3	13 March; 8 and 22 May.	-	-	26 May	23 June.
Registration of Leases (Scotland)	Mr. Dunlop	25 April	9 May	-	22 May	-	18 June; 2 July	-	1	8 July.	-
Registration of Voters (Scotland)	The Lord Advocate	5 May	5 May	1	19 May	3	19 June	-	-	26 June	21 July.
Revenue Transfer of Charges	Mr. Wilson	26 June	3 July	-	4 July	-	7 July	-	1	10 July	21 July.
St. Sepulchre's Manor (Dublin)	Mr. Horsman	21 April	21 April	-	2 June	-	23 June	-	-	27 June	21 July.
Sardinian Loan	The Chancellor of the Exchequer.	17 June	19 June	-	20 June	-	23 June	-	-	24 June	30 June.
Scientific and Literary Societies	Mr. Hutt	1 May	1 May	-	7 May	4	4 June; 2 July	Dropped.	-	-	-
Scottish and Irish Pauper Removals	Mr. Bouvierie	1 April	1 April	-	Bill withdrawn, 27 June.	-	-	-	-	-	-
Seamen's Savings	Mr. Lowe	13 June	13 June	8	19 June	-	20 June	-	-	23 June	7 July.
Secretary to Poor Law Commissioners (Ireland).	Mr. Horsman	25 February	25 February	-	28 February	-	29 February	-	-	3 March	11 April. (continued)

I.—BILLS which have been introduced into The House of Commons during the Session 1856—*continued*.

T I T L E O F B I L L.	By whom Introduced.	When Ordered.	Read 1 ^o .	Number of Times 2 ^o deferred.	Read 2 ^o .	Number of Times Committee deferred.	Considered in Committee.	Number of Times as Amended, considered, deferred.	As Amended, considered.	Number of Times 3 ^o deferred.	Read 3 ^o .	Lords' Amendments Agreed to.	Royal Assent.
Sleeping Statutes - - -	Mr. Locke King -	29 April -	29 April -	-	7 May -	1	22 May -	-	-	3	5 June -	17 July -	21 July.
Small Debts Imprisonment Act Amendment (Scotland).	Mr. Craufurd -	22 May -	22 May -	-	30 May -	-	6 June -	-	-	-	9 June -	-	14 July.
Specialty and Simple Contract Debts -	Mr. Malins -	3 April -	3 April -	5	Bill withdrawn, 12 June.								
Spirit Trade (Ireland) - - -	Mr. Brady -	21 April -	21 April -	Bill withdrawn, 11 June.									
Stamp Duties - - -	The Chancellor of the Exchequer.	10 July -	10 July -	-	14 July -	-	15 July -	-	17 July -	-	18 July -	-	29 July.
Stock in Trade Exemption - - -	Mr. Bouverie -	9 June -	11 June -	-	16 June -	-	18 June -	-	-	-	19 June -	-	7 July.
Summary Jurisdiction - - -	Mr. Locke King -	14 February	14 February	4	Bill withdrawn, 22 May.								
Survey of Great Britain - - -	Mr. Monsell -	12 June -	12 June -	-	16 June -	-	17 June -	-	-	-	18 June -	17 July -	21 July.
Tenant Right (Ireland) - - -	Mr. Moore -	19 February	20 February	2	4 June -	1	Bill withdrawn, 9 July.						
Testamentary and Matrimonial Jurisdiction.	Sir Fitzroy Kelly -	25 April -	28 April -	11	Dropped.								
Tithe Commutation Rentcharge - -	Mr. R. Phillimore -	4 March -	4 March -	-	7 May -	7	Bill withdrawn, 14 July.						
Transfer of Works (Ireland) - - -	Mr. Wilson -	5 May -	5 May -	2	19 May -	7	12 June -	-	-	1	16 June -	-	30 June.
Turnpike Acts Continuance - - -	Mr. Massey -	30 June -	30 June -	-	1 July -	-	2 July -	-	-	-	3 July -	-	14 July.
Turnpike Acts (Ireland) Continuance -	Mr. Horsman -	7 July -	7 July -	-	9 July -	-	10 July -	-	-	-	11 July -	-	29 July.
Turnpike Trusts Arrangements - -	Mr. Massey -	14 February	14 February	-	18 February	-	21 February	-	-	-	22 February	14 March -	11 April.
Unlawful Oaths (Ireland) - - -	Mr. Attorney-General for Ireland.	7 July -	7 July -	-	9 July -	-	10 July -	-	-	-	11 July -	-	29 July.
Vaccination - - -	Mr. Cowper -	7 March -	7 March -	1	31 March -	20	3 July -	-	Bill withdrawn, 10 July.				
West India Loans - - -	Mr. Wilson -	2 May -	2 May -	-	6 May -	2	23 and 30 May	-	-	2	12 June -	-	30 June.
Whitchwood Forest - - -	Mr. Wilson -	4 March -	4 March -	-	31 March -	1	2 May -	-	5 May -	-	6 May -	19 June -	23 June.
Williams' (Sir Wm. Fenwick) Annuity -	Viscount Palmerston	19 May -	22 May -	-	26 May -	-	30 May -	-	-	-	2 June -	-	23 June.
Wills and Administrations - - -	Mr. Solicitor-General	14 March -	14 March -	13	26 June -	2	27 June -	-	Bill withdrawn, 10 July.				

2.—BILLS which have been brought from the LORDS during the Session 1856.

T I T L E O F B I L L.	When brought from the Lords.	Read 1 ^o .	Number of Times 2 ^o deferred.	Read 2 ^o .	Number of Times Committee deferred.	Considered in Committee.	Number of Times as Amended, considered, deferred.	As Amended, considered.	Number of Times 3 ^o deferred.	Read 3 ^o .	Royal Assent.
Agricultural Statistics - - -	10 April	11 April	9	Bill withdrawn, 20 June.							
Appellate Jurisdiction - - -	9 June	9 June	2	7 July							
Bishops of London and Durham Retirement.	21 July	21 July	1	23 July	- - -	- - -	- - -	- - -	- - -	25 July	29 July.
Charities - - - - -	14 July	14 July	- - -	17 July	- - -	- - -	- - -	- - -	- - -	21 July	29 July.
County Courts Act Amendment - -	16 June	16 June	- - -	23 June	- - -	11, 15 July	- - -	17 July	- - -	22 July	29 July.
Divorce and Matrimonial Causes	4 July	4 July	1	Bill withdrawn, 17 July.							
Dulwich College - - - - -	17 July	18 July	Bill withdrawn, 21 July.								
Endowed Schools at Moulton - - -	25 June	20 June	- - -	3 July	- - -	7 July	- - -	- - -	1	10 July	14 July.
Evidence in Foreign Suits - - -	10 July	14 July	- - -	17 July	- - -	24 July	- - -	- - -	- - -	25 July	29 July.
Hay and Straw Trade - - - - -	12 June	16 June	5	15 July	- - -	21 July	- - -	24 July	- - -	25 July	29 July.
Joint Stock Companies Winding-up Acts Amendment.	19 May	19 May	8	20 June	- - -	23 June	- - -	Bill put off for Three Months, 17 July.			
Leases and Sales of Settled Estates -	14 March	2 April	14	15 July	- - -	18 July	- - -	21 July	- - -	22 July	29 July.
Magdalen Hospital (Bath) - - - -	25 June	26 June	- - -	3 July	- - -	7 July	- - -	- - -	1	10 July	14 July.
Marriage Law (Scotland) Amending -	27 May	17 June	1	27 June	- - -	11, 14 July	- - -	17 July	- - -	18 July	29 July.
Mercantile Law Amendment - - - -	16 June	16 June	4	14 July	- - -	17 July	- - -	18 July	- - -	21 July	29 July.
Mercantile Law (Scotland) Amendment	16 June	16 June	- - -	26 June	- - -	14 July	- - -	- - -	- - -	15 July	21 July.
Oxford University - - - - -	5 June	5 June	- - -	9 June	- - -	11 June	- - -	12 June	- - -	13 June	23 June.
Procedure before Justices (Scotland) -	27 May	4 June	- - -	18 June	- - -	2 July	- - -	3 July	- - -	4 July	14 July.
Peace Preservation (Ireland) - - -	6 June	6 June	- - -	12 June	- - -	17 June	- - -	19 June	- - -	20 June	30 June.
Sheep, &c. Contagious Diseases Prevention.	22 July	23 July	- - -	23 July	- - -	24 July	- - -	- - -	- - -	25 July	29 July.
Sherburn Hospital - - - - -	21 July.		- - -								
Smoke Nuisance Abatement (Metropolitan) Act, 1853. Amendment.	26 May	30 May	- - -	6 June	- - -	13, 16, 20 June	- - -	26 June	- - -	27 June	29 July.
Stoke Poges Hospital - - - - -	17 July	18 July	- - -	21 July	- - -	23 July	- - -	24 July	- - -	25 July	29 July.
Trial of Offences - - - - -	25 February	25 February	- - -	3 March	- - -	10 March	- - -	8 April	- - -	9 April	11 April.
Vice-President of Committee of Council on Education.	21 February	25 February	21	17 July	- - -	18 July	- - -	21 July	- - -	22 July	29 July.

J. E. Dorington.

PUBLIC BILLS.

ALPHABETICAL LIST of the PUBLIC BILLS which have been introduced into The House during the Session 1856; stating by whom introduced, or which have been brought from The House OF LORDS; the DATES of their several Stages in this House, distinguishing those which have since become Law (in continuation of Parliamentary Paper, No. 487, of Session 1854-5).

(*Mr. Brotherton.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1856.*

PUBLIC BILLS.

RETURN to an Order of the Honourable The House of Commons,
dated 25 July 1856 ;—for,

A RETURN “ of the Number of PUBLIC BILLS, and their TITLES, the ORDERS, for which, in any of
their Stages, have been discharged during the present Session, and the Date of the Discharge of each
of such Orders.”

Bills marked thus * are not Government Bills.

TITLE OF BILL.	WHEN PUT OFF, ETC.
1. Aberdeen Colleges - - - - -	Second Reading put off for Three Months, 25 July.
2. *Aggravated Assaults - - - - -	Second Reading put off for Six Months, 7 May.
3. Bankruptcy and Insolvency (Ireland) - - - - -	Order for Committee discharged, 17 July.
4. *Bleaching, &c., Works - - - - -	Order for Second Reading discharged, 15 April.
5. *Bleaching, &c., Works (No. 2) - - - - -	Second Reading put off for Six Months, 2 July.
6. Burial Acts Amendment - - - - -	Order for Second Reading discharged, 10 July.
7. *Carlisle Canonries - - - - -	Order for Second Reading discharged, 27 June.
8. *Church Rates - - - - -	Order for Second Reading discharged, 21 May.
9. *Church Rates Abolition - - - - -	Order for Committee discharged, 27 June.
10. Civil Service Superannuation - - - - -	Order for Committee discharged, 18 July.
11. Coalwhippers, Port of London - - - - -	Order for Second Reading discharged, 4 July.
12. *Contractors Disqualification Removal - - - - -	Order for Second Reading discharged, 27 February.
13. Court of Chancery (Ireland) - - - - -	Order for Committee discharged, 1 July.
14. *Court of Chancery (Ireland) Appeals - - - - -	Committed to a Select Committee, and reported 24 June. No further stage.
15. *Court of Chancery (Ireland) Jurisdiction - - - - -	
16. *Court of Chancery (Ireland) Procedure - - - - -	Order for Second Reading discharged, 21 July.
17. *Court of Chancery (Ireland) Receivers - - - - -	
18. *Court of Chancery (Ireland) Sales of Estates - - - - -	Order for Second Reading discharged, 9 July.
19. Criminal Appropriation of Trust Property - - - - -	Order for Second Reading discharged, 1 July.
20. Customs (another Bill brought in and passed) - - - - -	Order for Second Reading discharged, 10 July.
21. Dublin Metropolitan Police - - - - -	Second Reading put off for Three Months, 18 July.
22. *Dublin University - - - - -	Order for Second Reading discharged, 14 July.
23. Dwellings for Labouring Classes (Ireland) No. 2 - - - - -	Dropped, on order for Second Reading, 14 July.
24. *Ecclesiastical Courts, &c. - - - - -	Order for Second Reading discharged, 27 June.
25. *Ecclesiastical Courts Jurisdiction - - - - -	Committed to a Select Committee, 20 February.
26. Education (Scotland) - - - - -	Order for Second Reading discharged, 17 July.
27. *Episcopal and Capitular Estates - - - - -	Dropped on Order for Second Reading, 23 July.
28. *Gaols, &c. - - - - -	Second Reading put off for Three Months, 7 July.
29. *Grand Juries (Ireland) - - - - -	Second Reading put off for Three Months, 11 July.
30. Grand Jury Cess (Mayo) - - - - -	Order for Committee discharged, 14 July.
31. Imprisonment for Debt - - - - -	Order for Committee discharged, 17 July.
32. *Judges and Chancellors - - - - -	Order for Second Reading discharged, 1 July.
33. *Judgments, Execution, &c. - - - - -	Considered in Committee; no Report made, 21 May.
34. *Juries (Ireland) - - - - -	Order for Committee discharged, 27 June.
35. *Justices of the Peace Qualification - - - - -	Order for Second Reading discharged, 26 February.
36. Juvenile Offenders (Ireland) - - - - -	Order for Second Reading discharged, 26 June.
37. Local Dues on Shipping - - - - -	Order for Second Reading discharged, 23 May.
38. London Corporation - - - - -	Dropped on Order for Adjourned Debate on consideration of Bill as amended, 15 July.
39. Lunatic Asylums (Ireland) - - - - -	Order for Second Reading discharged, 26 June.
40. Lunatic Asylums (Ireland) No. 2 - - - - -	Reported for Committee discharged, 7 July.
41. *Maynooth College - - - - -	Reported from Select Committee, 10 June; no further pro- ceeding.
42. *Medical Profession - - - - -	Order for Committee discharged, 9 May.
43. *Medical Qualification and Registration - - - - -	Second Reading put off for Six Months, 16 April.
44. Metropolis Local Management Act Amendment - - - - -	Order for Second Reading discharged, 12 March.
45. Ministers' Money (Ireland) - - - - -	Order for Second Reading discharged, 30 June.
46. Municipal Reform (Scotland) - - - - -	Order for Second Reading discharged, 22 May.
47. National Gallery Site - - - - -	No day fixed for Second Reading.
48. Nuisances Removal, &c. (Scotland) (Another Bill brought in and passed). - - - - -	
49. Outlawries - - - - -	Order for consideration of Lords' Reasons, &c., discharged, 25 July.
50. Purocinal Schools (Scotland) - - - - -	Order for Committee read and discharged, 10 March.
51. Partnership Amendment - - - - -	After Third Reading Bill withdrawn, 14 July.
52. Partnership Amendment (No. 2) - - - - -	Order for Second Reading discharged, 23 May.
53. Poor Law Amendment - - - - -	Order for Second Reading discharged, 10 July.
54. Poor Law Amendment (No. 2) - - - - -	Order for Second Reading discharged, 23 July.
55. *Poor Law (Ireland) - - - - -	Dropped on Order for Committee, 14 July.
56. *Procedure and Evidence - - - - -	Second Reading negatived, 22 July.
57. *Proctors in Ecclesiastical Courts - - - - -	Committee put off for Three Months, 8 July.
58. Public Health - - - - -	

RETURN RELATING TO PUBLIC BILLS.

TITLE OF BILL.	WHEN PUT OFF, ETC.
59. Queen's Colleges - - - - -	Order for Second Reading discharged, 15 July.
60. *Railway and Canal Traffic - - - - -	Second Reading put off for Six Months, 17 June.
61. *Rating of Mines - - - - -	Order for Second Reading discharged, 2 July.
62. *Scientific and Literary Societies - - - - -	Dropped on Order for Committee, 14 July.
63. Scotch and Irish Pauper Removals - - - - -	Order for Second Reading discharged, 27 June.
64. *Specialty and Simple Contract Debts - - - - -	Order for Second Reading discharged, 12 June.
65. *Spirit Trade (Ireland) - - - - -	Order for Second Reading discharged, 11 June.
66. *Summary Jurisdiction - - - - -	Order for Second Reading discharged, 22 May.
67. *Tenant Right (Ireland) - - - - -	Order for Committee discharged, 9 July.
68. *Testamentary and Matrimonial Jurisdiction - - - - -	Dropped on Order for Committee, 14 July.
69. *Tithe Commutation Rent Charge - - - - -	Order for Committee discharged, 14 July.
70. Vaccination - - - - -	Order for Committee discharged, 10 July.
71. Wills and Administrations - - - - -	Order for Committee discharged, 10 July.

BILLS which have come from the LORDS.

TITLE OF BILL.	WHEN PUT OFF, ETC.
72. Agricultural Statistics - - - - -	Order for Second Reading discharged, 20 June.
73. Appellate Jurisdiction - - - - -	Committed to a Select Committee, 10 July.
74. Divorce and Matrimonial Causes - - - - -	Order for Second Reading discharged, 17 July.
75. Dulwich College - - - - -	Order for Second Reading discharged, 21 July.
76. Joint Stock Companies Winding-up Acts Amendment	Committee deferred for Three Months, 17 July.

J. E. Dorington.

PUBLIC BILLS.

RETURN of the Number of PUBLIC BILLS, and their TITLES, the ORDERS for which, in any of their Stages, have been discharged during the present Session, and the Date of the Discharge of such Orders.

(Mr. Disraeli.)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

PUBLIC PETITIONS.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

RETURNS “of the Number of PUBLIC PETITIONS presented in each of the Five Years ending 1788-9, 1804-5, 1814-15, showing the Average of each Period of Five Years; also, of the Number of PETITIONS Presented and Printed in each of the Five Years ending 1832, and the Average of that Period:”

“Of the Number of PUBLIC PETITIONS Presented and Printed in each of the Five Years ending 1838, 1843, 1848, and 1856, with the Total Number of SIGNATURES in each Year; showing the Average Number of Petitions Presented and Printed, and Signatures, for each Period of Five Years:”

“ABSTRACTS of the SUMS paid for PRINTING, FOLDING, &c., of Public Petitions in each of the Five Years ending in 1832, and showing the Total and Average Expense:”

“And, of the SUMS paid for PRINTING, FOLDING, &c., Reports and Appendixes, and Indexes to Reports and Appendixes on Public Petitions, in each Year, from 1833 to 1856, inclusive, showing the Total and Average Expense of each Period of Five Years (in continuation of Parliamentary Paper, No. 486, of Session 1854-5).”

(Mr. Brotherton.)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

No. 1.—RETURN of the Number of PETITIONS Presented in each of the Five Years ending 1788-9, 1804-5, 1814-15, showing the Average of each Period of Five Years; also, of the Number of PETITIONS Presented and Printed in each of the Five Years ending 1832, and the Average of that Period.

Y E A R S.	Number of Petitions Presented.	Average of Five Years' Petitions Presented.	Number of Petitions Printed.	Average of Five Years' Petitions Printed.	Expense of Printing.	Average.	R E M A R K S.
1785	298	176	-	-	£. s. d.	£. s. d.	-- In 1789, the practice was to print all Public Petitions in the Votes, either at length or a short abstract of them, classing them as much as possible according to their subjects, <i>without any motion</i> or special order of The House for that purpose.
1786	156		-	-	-	-	
1787	98		-	-	-	-	
1787-8	201		-	-	-	-	
1788-9	127	-	-	-	-	-	
TOTAL	880	-	-	-	-	-	
1801	192	205	-	-	-	-	In 1817, a change of practice took place, and such Petitions as The House thought proper to order to be printed <i>in extenso upon motion</i> , were first printed separately as an Appendix, and delivered twice a week, the classification and abstract in the Votes still continuing.
1801-2	158		-	-	-	-	
1802-3	367		-	-	-	-	
1803-4	168		-	-	-	-	
1804-5	141	-	-	-	-	-	
TOTAL	1,026	-	-	-	-	-	
1811	132	899	-	-	-	-	In 1832, a Select Committee was appointed to "take into consideration the best means to be adopted for facilitating the presentation of Public Petitions."
1812	340		-	-	-	-	
1812-13	1,699		-	-	-	-	
1813-14	1,479		-	-	-	-	
1814-15	848	-	-	-	-	-	
TOTAL	4,498	-	-	-	-	-	
1828	4,074	-	1,579	-	1,043 3 9	1,162 15 11	
1829	4,041	-	3,394	-	1,468 - -		
1830	2,522	-	1,381	-	957 18 -		
1830-1	10,220	4,656	2,572	-	1,687 8 6		
1831	2,426	-	1,689	-	657 9 8*	-	
1832	23,283	-	10,615	-	5,813 19 11	-	
TOTAL	23,283	-	-	-	-	-	

* 1832. In this year a considerable reduction was made in the charges for printing, which has continued ever since.

No. 2.—RETURN of the Number of Petitions Presented and Printed in each of the Five Years, ending 1837, 1842, 1847, and 1852, with the Total Number of Signatures in each Year, showing the Average Number of Petitions Presented and Printed, and Signatures, for each Period of Five Years.

Y E A R S.		Number of Petitions Presented.	Average of Five Years' Petitions Presented.	Number of Petitions Printed.	Average of Five Years' Petitions Printed.	Signatures.	Average of Five Years' Signatures.	Number of Reports made by the Committee in each Year.	Average of Five Years.	R E M A R K S.	
1833	-	8,058	-	754	-	25,425,550	-	42	34	In 1833, it was resolved, that a Select Committee be appointed, at the commencement of each Session, "to which shall be referred all Petitions presented to The House, with the exception of such as complain of undue Returns or relate to Private Bills; and that such Committee do classify and prepare abstracts of the same, in such form and manner as shall appear to them best suited to convey to The House all requisite information respecting their contents, and do report the same from time to time to The House; and that such Reports do in all cases set forth the number of Signatures to each Petition; and that such Committee have power to direct the printing, in extenso, of such Petitions, or of such parts of Petitions as shall appear to require it; and that such Committee have power to report their opinion and observations thereupon to The House."	
1834	-	9,497	-	2,609	-	3,288,878	-	41	-		
1835	-	4,061	-	1,903	-	1,622,103	-	41	-		
1836	-	5,855	-	2,127	-	1,765,859	-	26	-		
1837	-	9,822	-	968	-	2,598,823	-	23	-		
TOTAL	-	37,133	-	8,361	-	12,118,213	-	-	-		
1842	-	9,516	-	832	-	2,612,730	-	40	42	Accordingly, in each subsequent year a similar Committee has been appointed, who have carefully supervised the signatures to such Petitions, and made a selection for printing, attentively comparing them, to avoid publishing copies of the same Petition, as was constantly the case under the old system; and since their appointment they have classified and abstracted, in 24 years, 296,942 Petitions, to which 72,107,322 signatures were attached, and have selected 30,526 for printing, either in extenso or in part, having made in that period, 1,240 reports.	
1843	-	13,757	-	1,133	-	4,656,626	-	42	-		
1844	-	18,616	-	1,084	-	4,514,924	-	46	-		
1845	-	17,981	-	859	-	5,625,981	-	39	-		
1846	-	667	-	53	-	15,234	-	47	-		
1847	-	9,525	-	876	-	5,995,414	-	-	-		
TOTAL	-	70,072	-	4,837	-	23,450,909	-	-	-		
1852	-	33,894	-	957	-	6,135,050	-	47	47	It will be seen that previous to 1832, nearly one-half of the whole number of Petitions presented were ordered to be printed, upon motion; if this practice had continued, the sums paid for printing, owing to the late great increase in the number of Petitions, would have enormously increased. This Committee has therefore effected annually a great saving of expense, and also of the time of The House.	
1853	-	12,462	-	780	-	4,877,924	-	45	-		
1854	-	16,453	-	861	-	2,460,717	-	46	-		
1855	-	8,645	-	948	-	2,374,217	-	51	-		
1856	-	10,527	-	917	-	1,428,073	-	46	-		
TOTAL	-	81,985	-	4,633	-	17,275,981	-	-	-		
1857	-	18,504	-	1,567	-	4,579,340	-	87	69	A general classification and short statement of the objects of Petitions is still made nightly in the Votes, and published on the morning following. The Committee now place a distinguishing mark in their Reports against such Petitions as are signed officially or under seal, considering them of greater importance than others, to which perhaps only a few signatures are appended. In 1856, out of 13,867 Petitions presented, 1,804 were from corporations, public meetings, and other bodies of persons, and signed officially or under seal.	
1858	-	9,947	-	1,263	-	1,334,367	-	70	-		
1859	-	16,137	-	1,701	-	2,210,910	-	75	-		
1860	-	12,021	-	1,557	-	2,697,935	-	71	-		
1861	-	5,639	-	875	-	1,240,080	-	46	-		
TOTAL	-	62,248	-	6,963	-	12,062,632	-	971	-		

No. 3.—RETURN of the Number of Petitions Presented and Printed in the Five Years, ending 1856, with the Total Number of Signatures in each Year, and the Average Number of Petitions Presented and Printed, and Signatures.

Y E A R S.		Number of Petitions Presented.	Average.	Number of Petitions Printed.	Average.	Signatures.	Average.	Number of Reports of Committee in each Year.	Average.
1852	-	5,639	-	875	-	1,240,080	-	46	-
1853	-	11,164	-	1,839	-	2,059,210	-	86	-
1854	-	10,387	-	1,567	-	1,863,778	-	65	-
1855	-	10,036	-	1,201	-	1,782,592	-	61	-
1856	-	13,867	-	1,296	-	1,494,077	-	57	-
TOTAL	-	51,093	-	6,778	-	8,439,667	-	315	-
Total Number of Petitions presented in 24 years		-	-	-	-	-	-	-	-
Total Number of Petitions printed in 24 years		-	-	-	-	-	-	-	-

Total Number of Signatures to Petitions in 24 years - - - - - 72,107,322
Total Number of Reports in 24 years - - - - - 1,240
James B. Ball, Clerk Public Petitions, &c. &c. &c.

No. 4.—ABSTRACT of the SUMS paid for PRINTING, FOLDING, &c. Reports and Appendixes, and Indexes to Reports, on Public Petitions, from 1833 to 1852 inclusive, showing the Total and Average Expense of each Period of Five Years.

YEARS.		Expense of Printing Reports and Appendix.	Average of Five Years' Expense of Printing.
		£. s. d.	£. s. d.
1833 - - -	Reports and Appendix at this period printed together, and therefore forming one charge - - - - -	1,025 13 6	1,060 3 -
	Index to Reports - - - - -	55 17 6	
1834 - - -	Reports - - - - - £. s. d. Appendix - - - - - 401 2 2 Index - - - - - 967 9 11 41 12 8	1,410 4 9	
1835 - - -	Reports - - - - - 197 13 3 Appendix - - - - - 826 12 6 Index - - - - - 22 16 3	1,047 2 -	
1836 - - -	Reports - - - - - 216 18 6 Appendix - - - - - 773 12 10 Index - - - - - 30 19 11	1,021 11 3	
1837 - - -	Reports - - - - - 297 15 1 Appendix - - - - - 400 11 4 Index - - - - - 42 2 10	740 9 3	1,046 8 -
	TOTAL - - - £.	5,300 18 3	
1837-8 - -	Reports - - - - - 438 3 10 Appendix - - - - - 517 1 8 Index - - - - - 35 13 2	990 18 8	
1839 - - -	Reports - - - - - 545 8 3 Appendix - - - - - 463 8 10 Index - - - - - 50 5 4	1,059 2 5	
1840 - - -	Reports - - - - - 677 19 11 Appendix - - - - - 403 18 7 Index - - - - - 59 13 10	1,141 12 4	
1841 - - - 1st Sess.	Reports - - - - - 593 3 11 Appendix - - - - - 351 13 11 Index - - - - - 56 11 -	1,001 8 10	
1841 - - - 2d Sess.	Reports - - - - - 25 10 9 Appendix - - - - - 108 15 2 Index - - - - - 4 14 3	139 - 2	900 - 5
1842 - - -	Reports - - - - - 503 8 3 Appendix - - - - - 365 3 10 Index - - - - - 31 8 4	900 - 5	
	TOTAL - - - £.	5,232 2 10	

No. 4.—Abstract of the Sums paid for Printing, Folding, &c.—*continued*.

YEARS.							Expense of Printing Reports and Appendix.			Average of Five Years' Expense of Printing.			
					£.	s.	d.	£.	s.	d.	£.	s.	d.
1843 - - -	Reports - - -	-	-	-	1,188	1	6	1,709	-	2	1,206	18	-
	Appendix - - -	-	-	-	432	19	4						
	Index - - -	-	-	-	87	19	4						
1844 - - -	Reports - - -	-	-	-	645	17	5	1,064	9	5			
	Appendix - - -	-	-	-	376	14	6						
	Index - - -	-	-	-	41	17	6						
1845 - - -	Reports - - -	-	-	-	729	2	5	1,188	12	10			
	Appendix - - -	-	-	-	410	3	2						
	Index - - -	-	-	-	49	7	3						
1846 - - -	Reports - - -	-	-	-	511	16	8	973	9	3			
	Appendix - - -	-	-	-	428	12	10						
	Index - - -	-	-	-	32	19	9						
1847 - - -	Reports - - -	-	-	-	666	4	11	1,099	3	6			
	Appendix - - -	-	-	-	396	16	-						
	Index - - -	-	-	-	36	2	7						
TOTAL - - -					£.			6,034	15	2			
1847-8* - -	Reports - - -	-	-	-	1,116	4	-	1,854	19	6			
	Appendix - - -	-	-	-	679	1	8						
	Index to Reports - -	-	-	-	59	13	10						
1849 - - -	Reports - - -	-	-	-	804	16	9	1,396	12	2			
	Appendix - - -	-	-	-	541	10	1						
	Index to Reports - -	-	-	-	39	5	5						
	Index to Appendix - -	-	-	-	10	19	11						
1850 - - -	Reports - - -	-	-	-	1,120	8	4	1,847	12	2½			
	Appendix - - -	-	-	-	656	18	9½						
	Index to Reports - -	-	-	-	56	15	10						
	Index to Appendix - -	-	-	-	13	9	3						
1851 - - -	Reports - - -	-	-	-	763	14	10½	1,407	17	9½			
	Appendix - - -	-	-	-	589	13	7						
	Index to Reports - -	-	-	-	43	-	-						
	Index to Appendix - -	-	-	-	11	9	4						
1852 - - -	Reports - - -	-	-	-	434	4	11	808	-	5			
	Appendixes - - -	-	-	-	345	2	2						
	Index to Reports - -	-	-	-	21	10	-						
	Index to Appendix - -	-	-	-	7	3	4						
TOTAL - - -					£.			7,315	2	1			

* The increase of expense is caused by the more frequent Reports of the Committee, who, to meet the wishes of Members, and for the sake of a prompt publication of Petitions, have met since 1847-8 three times instead of twice in each week, saving thereby, on the other hand, a considerable expense, by doing away with the necessity for printing Petitions in the Supplement to the Votes. An Index to the Appendix is also now published.

No. 5.—ABSTRACT of the SUMS paid for PRINTING, FOLDING, &c. Reports and Appendixes, and Indexes to Reports and Appendixes on Public Petitions, in each of the Five Years ending 1856, showing the Total and Average Expense of that Period.

YEARS.		Expense of Printing Reports and Appendix.	Average of Five Years' Expense of Printing.
	£. s. d.	£. s. d.	£. s. d.
1852 - - -	Reports - - - 434 4 11		
	Appendixes - - - 345 2 2		
	Index to Reports - - - 21 10 -		
	Index to Appendix - - - 7 3 4	808 - 5	
Sess. 1852-53 -	Report on Public Petitions 1,118 6 2		
	Appendix to ditto - - - 734 3 5		
	Index to Report - - - 40 2 8		
	Index to Appendix - - - 14 6 8	1,906 18 11	
Sess. 1854 - -	Report on Public Petitions 771 2 4		
	Appendix to ditto - - - 573 5 7		
	Index to Report - - - 35 16 8		
	Index to Appendix - - - 11 9 4	1,391 13 11	1,338 7 8
Sess. 1854-5 -	Report on Public Petitions 772 17 4		
	Appendix to ditto - - - 427 15 7		
	Index to Report - - - 34 8 -		
	Index to Appendix - - - 10 - 8	1,245 1 7	
Sess. 1856 - -	Report on Public Petitions - 831 8 2		
	Appendix to ditto - - - 454 6 1		
	Index to Report - - - 43 - -		
	Index to Appendix - - - 11 9 4	1,340 3 7	
	TOTAL - - - £.	6,691 18 5	

Nichols & Sons.

No. 6.—ABSTRACT of the SUMS paid for PRINTING, FOLDING, &c., distinguishing the COST of PAPER, of the REPORTS and APPENDIXES, and INDEXES to REPORTS and APPENDIXES on PUBLIC PETITIONS, in each Year, from 1833 to 1856 inclusive, showing the Total and Average Expense.

YEARS.	Expense of Printing, Folding, &c., Reports and Appendixes, and Indexes to Reports and Appendixes.	Expense of Paper.	TOTAL.	AVERAGE of Five Years.	REMARKS.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	
1833 - -	1,081 11 -	512 19 6	1,594 10 6	1,553 10 9	
1834 - -	1,410 4 9	725 19 6	2,136 4 3		
1835 - -	1,047 2 -	546 14 -	1,593 16 -		
1836 - -	1,021 11 3	395 2 5	1,416 13 8		
1837 - -	740 9 3	286 - 3	1,026 9 6		
£.	5,300 18 3	2,466 15 8	7,767 13 11		
1837-8 -	990 18 8	368 13 9	1,359 12 5	1,426 17 5	
1839 - -	1,059 2 5	379 4 4	1,438 6 9		
1840 - -	1,141 12 4	449 4 5	1,590 16 9		
1841 - -	1,140 9 -	426 - 5	1,566 9 5		
1842 - -	900 - 5	279 1 4	1,179 1 9		
£.	5,232 2 10	1,902 4 3	7,134 7 1		
1843 - -	1,709 - 2	535 3 4	2,244 3 6	1,552 1 1	
1844 - -	1,064 9 5	305 8 5	1,369 17 10		
1845 - -	1,188 12 10	338 19 2	1,527 12 -		
1846 - -	973 9 3	262 9 5	1,235 18 8		
1847 - -	1,099 3 6	283 10 -	1,382 13 6		
£.	6,034 15 2	1,725 10 4	7,760 5 6		
1847-8 -	1,854 19 6	533 10 7	2,388 10 1	1,869 19 9	-- The increase of expense is partly caused by the more frequent Reports of the Committee, who, to meet the wishes of Members, and for the sake of a prompt publication of Petitions, have met since 1847-8 three times instead of twice in each week, saving thereby, on the other hand, a considerable expense by doing away with the necessity for printing Petitions in the Supplement to the Votes. An Index to the Appendix is also now published. There is also a great increase in the price of paper.
1849 - -	1,396 12 2	323 19 7	1,720 11 9		
1850 - -	1,847 12 2	512 1 3	2,359 13 5		
1851 - -	1,407 17 9	437 9 1	1,845 6 10		
1852 - -	808 - 5	227 16 5	1,035 16 10		
£.	7,315 2 -	2,034 16 11	9,349 18 11		
1852-3 -	1,906 18 11	541 19 4	2,448 18 3	AVERAGE of Four Years. 1,940 3 6	
1854 - -	1,391 13 11	400 13 2	1,792 7 1		
1854-5 -	1,345 1 7	500 8 9	1,745 10 4		
1856 - -	1,340 3 7	433 15 -	1,773 18 7		
£.	5,883 18 -	1,876 16 3	7,760 14 3		

James B. Bull,
Clerk Public Petitions, &c.

PUBLIC PETITIONS.

RETURN of the Number of PETITIONS Presented in each of the Five Years ending 1798-9, 1804-5, and 1814-15 ; also, Number of PETITIONS Presented and Printed in each of the Five Years ending 1832 ; also, Number of PETITIONS Presented and Printed in each of the Five Years ending 1837, 1842, 1847, 1852, and 1856, with the Total Number of Signatures in each Year ; also, Abstract of Sums Paid for PRINTING, FOLDING, &c., of Public Petitions from 1828 to 1832, and of Sums Paid for Printing, Folding, &c., Reports and Appendixes, and Indexes to Reports and Appendixes on Public Petitions, from 1833 to 1856, &c., (in continuation of Parliamentary Paper, No. 486, of 1854-5).

(*Mr. Brotherton.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1856.*

SITTINGS OF THE HOUSE.

RETURN to an Order of the Honourable The House of Commons,
dated 17 July 1856;—for,

A RETURN “of the Number of DAYS on which THE HOUSE SAT in the present Session, stating, for each Day, the Date of the Month, and the Day of the Week, the Hour of Meeting, and the Hour of Adjournment; and the Total Number of Hours occupied in the Sittings of The House, and the Average Time; and showing the Number of Hours on which The House Sat each Day, and the Number of Hours after Midnight; and the Number of Entries in each Day’s Votes and Proceedings (in continuation of Parliamentary Paper, No. 488, of Session 1854-5).”

(*Mr. Brotherton.*)

Ordered, by The House of Commons, to be Printed,
29 July 1856.

RETURN of the Number of DAYS on which the HOUSE OF COMMONS SAT in the present Session, stating, for each Day, the Date of the Month, and the Day of the Week, the Hour of Meeting, and the Hour of Adjournment; and the Total Number of Hours occupied in the Sittings of The House, and the Average Time; and showing the Number of Hours on which The House Sat each Day, and the Number of Hours after Midnight; and the Number of Entries in each Day's Votes and Proceedings (in continuation of Parliamentary Paper, No. 488, of Session 1854-5).

Day of the Month.	Day of the Week.	Hour of Meeting.	Hour of Adjournment.	Number of Hours of Sitting.	Number of Hours after Midnight.	Number of Entries in Votes.
1856:						
			H.	H.		
January - 31 -	Thursday -	1 $\frac{1}{2}$	7 $\frac{1}{2}$	6	- -	51
February - 1 -	Friday -	4	8 $\frac{1}{2}$	4 $\frac{1}{2}$	- -	83
4 -	Monday -	4	10 $\frac{3}{4}$	6 $\frac{3}{4}$	- -	128
5 -	Tuesday -	4	8	4	- -	75
6 -	Wednesday -	2	2 $\frac{3}{4}$	2 $\frac{3}{4}$	- -	45
7 -	Thursday -	4	12 $\frac{1}{4}$	8 $\frac{1}{4}$	$\frac{1}{4}$	64
8 -	Friday -	4	9 $\frac{1}{2}$	5 $\frac{1}{2}$	- -	77
11 -	Monday -	4	11 $\frac{1}{4}$	7 $\frac{1}{4}$	- -	127
12 -	Tuesday -	4	11 $\frac{1}{2}$	7 $\frac{1}{2}$	- -	92
13 -	Wednesday -	12	3	3	- -	53
14 -	Thursday -	4	12 $\frac{1}{2}$	8 $\frac{1}{2}$	$\frac{1}{2}$	67
15 -	Friday -	4	11 $\frac{3}{4}$	7 $\frac{3}{4}$	- -	59
18 -	Monday -	4	12 $\frac{1}{2}$	8 $\frac{1}{2}$	$\frac{1}{2}$	95
19 -	Tuesday -	4	8 $\frac{3}{4}$	4 $\frac{3}{4}$	- -	91
20 -	Wednesday -	12	1 $\frac{1}{4}$	1 $\frac{1}{4}$	- -	33
21 -	Thursday -	4	12	8	- -	61
22 -	Friday -	4	12 $\frac{3}{4}$	8 $\frac{3}{4}$	$\frac{3}{4}$	60
25 -	Monday -	4	1	9	1	76
26 -	Tuesday -	4	7 $\frac{1}{4}$	3 $\frac{1}{2}$	- -	58
27 -	Wednesday -	12	2	2	- -	30
28 -	Thursday -	4	12 $\frac{1}{2}$	8 $\frac{1}{2}$	$\frac{1}{2}$	47
29 -	Friday -	4	12 $\frac{1}{4}$	8 $\frac{1}{4}$	$\frac{1}{4}$	59
TOTAL - - -	22	- -	- -	134	3 $\frac{3}{4}$	1,531
March - 3 -	Monday -	4	12 $\frac{3}{4}$	8 $\frac{3}{4}$	$\frac{3}{4}$	52
4 -	Tuesday -	4	12 $\frac{3}{4}$	8 $\frac{3}{4}$	$\frac{3}{4}$	61
5 -	Wednesday -	12	5 $\frac{1}{2}$	5 $\frac{1}{2}$	- -	35
6 -	Thursday -	4	1 $\frac{1}{2}$	9 $\frac{1}{2}$	1 $\frac{1}{2}$	53
7 -	Friday -	4	1 $\frac{1}{2}$	9 $\frac{1}{2}$	1 $\frac{1}{2}$	65
10 -	Monday -	4	2 $\frac{1}{2}$	10 $\frac{1}{2}$	2 $\frac{1}{2}$	64
11 -	Tuesday -	4	No House.			
12 -	Wednesday -	12	3 $\frac{3}{4}$	3 $\frac{3}{4}$	- -	59
13 -	Thursday -	4	12 $\frac{1}{2}$	8 $\frac{1}{2}$	$\frac{1}{2}$	63
14 -	Friday -	4	1 $\frac{1}{4}$	9 $\frac{1}{4}$	1 $\frac{1}{4}$	76
			Easter Recess.			
31 -	Monday -	4	1 $\frac{3}{4}$	9 $\frac{3}{4}$	1 $\frac{3}{4}$	94
TOTAL - - -	11	- -	- -	83 $\frac{3}{4}$	10 $\frac{1}{2}$	622

RETURN of the Number of Days on which The House sat in Session 1856, &c.—*continued.*

Day of the Month.	Day of the Week.	Hour of Meeting.	Hour of Adjournment.	Number of Hours of Sitting.	Number of Hours after Midnight.	Number of Entries in Votes.
1856:			H. M.	H. M.		
April - 1 -	Tuesday -	4	9 $\frac{1}{2}$ 0	5 $\frac{1}{2}$ 0	- -	80
2 -	Wednesday -	12	6 0	6 0	- -	54
3 -	Thursday -	4	12 0	8 0	- -	71
4 -	Friday -	4	12 $\frac{3}{4}$ 0	8 $\frac{3}{4}$ 0	$\frac{3}{4}$	70
7 -	Monday -	4	1 $\frac{3}{4}$ 0	9 $\frac{3}{4}$ 0	1 $\frac{3}{4}$	67
8 -	Tuesday -	4	12 $\frac{1}{4}$ 0	8 $\frac{1}{4}$ 0	$\frac{1}{4}$	62
9 -	Wednesday -	12	5 50	5 50	- -	38
10 -	Thursday -	4	1 $\frac{1}{4}$ 0	9 $\frac{1}{4}$ 0	1 $\frac{1}{4}$	79
11 -	Friday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	76
14 -	Monday -	4	1 $\frac{1}{4}$ 0	9 $\frac{1}{4}$ 0	1 $\frac{1}{4}$	87
15 -	Tuesday -	4	12 $\frac{1}{4}$ 0	8 $\frac{1}{4}$ 0	$\frac{1}{4}$	77
16 -	Wednesday -	12	5 45	5 45	- -	39
17 -	Thursday -	4	- No House.			
18 -	Friday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	107
21 -	Monday -	4	1 $\frac{3}{4}$ 0	9 $\frac{3}{4}$ 0	1 $\frac{3}{4}$	114
24 -	Thursday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	102
25 -	Friday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	100
28 -	Monday -	4	12 $\frac{1}{2}$ 0	8 $\frac{1}{2}$ 0	$\frac{1}{2}$	101
29 -	Tuesday -	4	12 $\frac{3}{4}$ 0	8 $\frac{3}{4}$ 0	$\frac{3}{4}$	81
30 -	Wednesday -	12	5 53	5 53	- -	43
TOTAL - - -	20	- -	- -	154 58	14	1,448
May - 1 -	Thursday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	72
2 -	Friday -	4	1 $\frac{3}{4}$ 0	9 $\frac{3}{4}$ 0	1 $\frac{3}{4}$	96
4 -	Sunday -	10 $\frac{3}{4}$	- Thanksgiving for Peace.			
5 -	Monday -	4	2 0	10 0	2	103
6 -	Tuesday -	4	2 $\frac{1}{2}$ 0	10 $\frac{1}{2}$ 0	2 $\frac{1}{2}$	72
7 -	Wednesday -	12	5 50	5 50	- -	37
8 -	Thursday -	2	7 $\frac{3}{4}$ 0	5 $\frac{3}{4}$ 0	- -	63
9 -	Friday -	4	2 0	10 0	2	140
Whitsuntide Recess.						
19 -	Monday -	4	12 $\frac{3}{4}$ 0	8 $\frac{3}{4}$ 0	$\frac{3}{4}$	132
20 -	Tuesday -	4	8 $\frac{1}{4}$ 0	4 $\frac{1}{4}$ 0	- -	82
21 -	Wednesday -	12	4 0	4 0	- -	62
22 -	Thursday -	4	1 $\frac{1}{4}$ 0	9 $\frac{1}{4}$ 0	1 $\frac{1}{4}$	113
23 -	Friday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	125
26 -	Monday -	4	2 0	10 0	2	102
27 -	Tuesday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	66
30 -	Friday -	4	1 $\frac{1}{4}$ 0	9 $\frac{1}{4}$ 0	1 $\frac{1}{4}$	126
TOTAL - - -	16	- -	- -	125 50	18	1,391

RETURN of the Number of Days on which The House sat in Session 1856, &c.—*continued.*

Day of the Month.	Day of the Week.	Hour of Meeting.	Hour of Adjournment.	Number of Hours of Sitting.	Number of Hours after Midnight.	Number of Entries in Votes.
1856:			H. M.	H. M.		
June - 2 -	Monday -	4	2 0	10 0	2	109
3 -	Tuesday -	4	No House.			
4 -	Wednesday -	12	5 55	5 55	- -	71
5 -	Thursday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	100
6 -	Friday -	4	2 0	10 0	2	94
9 -	Monday -	4	2 $\frac{1}{2}$ 0	10 $\frac{1}{2}$ 0	2 $\frac{1}{2}$	102
10 -	Tuesday -	4	12 0	8 0	- -	66
11 -	Wednesday -	12	5 55	5 55	- -	51
12 -	Thursday -	4	1 $\frac{3}{4}$ 0	9 $\frac{3}{4}$ 0	1 $\frac{3}{4}$	102
13 -	Friday -	4	2 $\frac{1}{2}$ 0	10 $\frac{1}{2}$ 0	2 $\frac{1}{2}$	94
16 -	Monday -	4	2 0	10 0	2	80
17 -	Tuesday -	12	1 $\frac{1}{2}$ 0	13 $\frac{1}{4}$ 0	1 $\frac{1}{2}$	47
18 -	Wednesday -	12	5 50	5 50	- -	43
19 -	Thursday -	12	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	94
20 -	Friday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	91
23 -	Monday -	4	2 0	10 0	2	141
24 -	Tuesday -	12	6 10	6 10	- -	37
25 -	Wednesday -	12	5 50	5 50	- -	55
26 -	Thursday -	12	2 0	14 0	2	99
27 -	Friday -	4	1 $\frac{3}{4}$ 0	9 $\frac{3}{4}$ 0	1 $\frac{3}{4}$	88
30 -	Monday -	4	2 0	10 0	2	79
TOTAL - - -	21	- -	- -	182 55	25 $\frac{1}{2}$	1,643
July - 1 -	Tuesday -	12	2 $\frac{1}{2}$ 0	14 $\frac{1}{2}$ 0	2 $\frac{1}{2}$	69
2 -	Wednesday -	12	6 0	6 0	- -	54
3 -	Thursday -	12	1 $\frac{1}{2}$ 0	13 $\frac{1}{4}$ 0	1 $\frac{1}{2}$	81
4 -	Friday -	4	1 $\frac{1}{2}$ 0	9 $\frac{1}{2}$ 0	1 $\frac{1}{2}$	80
7 -	Monday -	4	2 $\frac{1}{2}$ 0	10 $\frac{1}{2}$ 0	2 $\frac{1}{2}$	95
8 -	Tuesday -	12	9 0	9 0	- -	38
9 -	Wednesday -	3	5 59	2 59	- -	47
10 -	Thursday -	12	2 0	14 0	2	89
11 -	Friday -	4	2 $\frac{3}{4}$ 0	10 $\frac{3}{4}$ 0	2 $\frac{3}{4}$	80
14 -	Monday -	4	2 0	10 0	2	87
15 -	Tuesday -	12	2 $\frac{1}{2}$ 0	14 $\frac{1}{2}$ 0	2 $\frac{1}{2}$	86
17 -	Thursday -	12	2 $\frac{3}{4}$ 0	14 $\frac{3}{4}$ 0	2 $\frac{3}{4}$	80
18 -	Friday -	1	1 0	12 0	1	81
21 -	Monday -	4	1 $\frac{3}{4}$ 0	9 $\frac{3}{4}$ 0	1 $\frac{3}{4}$	64
22 -	Tuesday -	12	10 $\frac{3}{4}$ 0	10 $\frac{3}{4}$ 0	- -	68
23 -	Wednesday -	12	6 0	6 0	- -	30
24 -	Thursday -	12	10 0	10 0	- -	71
25 -	Friday -	4	9 0	5 0	- -	95
26 -	Saturday -	12	2 0	2 0	- -	43
29 -	Tuesday -	1 $\frac{1}{2}$	3 0	1 $\frac{1}{2}$ 0	- -	69
TOTAL - - -	20	- -	- -	185 59	21 $\frac{3}{4}$	1,407

SUMMARY.

MONTH.	Number of Days of Sitting.	Number of Hours of Sitting.		Number of Hours after Midnight.	Number of Entries in Votes.
		H.	M.	H.	
January and February -	22	134	0	3 $\frac{3}{4}$	1,531
March - - - -	11	83 $\frac{3}{4}$	0	10 $\frac{1}{2}$	622
April - - - -	20	154	58	14	1,448
May - - - -	16	125	50	18	1,391
June - - - -	21	182	55	25 $\frac{1}{4}$	1,643
July - - - -	20	185	59	21 $\frac{3}{4}$	1,407
TOTAL - - -	110	869	27	93 $\frac{1}{4}$	8,042

AVERAGE TIME OF SITTING - - - 7 Hours, 54 Minutes, 14 Seconds.

G. J. Stone.

SITTINGS OF THE HOUSE.

RETURN of the Number of Days on which The
HOUSE OF COMMONS SAT in the Session of 1856 ;
stating, for each Day, the Hour of Meeting ;
Hour of Adjournment ; &c.

(*Mr. Brotherton.*)

*Ordered, by The House of Commons, to be Printed,
29 July 1856.*

STANDING ORDERS.

STANDING ORDERS

OF

THE HOUSE OF COMMONS.

1856.

Ordered, by The House of Commons, to be Printed,
21 July 1856.

CONTENTS.

STANDING ORDERS RELATIVE TO PRIVATE BILLS:

I. APPOINTMENT OF COMMITTEES AND EXAMINERS OF PETI- TIONS FOR PRIVATE BILLS - - - - -	Page 3
II. THE TWO CLASSES OF PRIVATE BILLS - - - - -	7
III. STANDING ORDERS, COMPLIANCE WITH WHICH IS TO BE PROVED BEFORE THE EXAMINERS OF PETITIONS FOR PRIVATE BILLS - - - - -	11
IV. PROCEEDINGS OF EXAMINERS, OF CHAIRMAN OF COMMITTEE OF WAYS AND MEANS, AND OF COMMITTEES - - - - -	27
PROCEEDINGS OF EXAMINERS OF PETITIONS FOR PRIVATE BILLS - - - - -	29
OF, AND IN RELATION TO, THE CHAIRMAN OF THE COMMITTEE OF WAYS AND MEANS, AND THE COUNSEL TO MR. SPEAKER - - - - -	31
OF THE SELECT COMMITTEE ON STANDING ORDERS - - - - -	33
OF THE COMMITTEE OF SELECTION, AND OF GENERAL COMMITTEE ON RAILWAY AND CANAL BILLS - - - - -	35
OF COMMITTEES ON OPPOSED BILLS - - - - -	37
OF, AND IN RELATION TO, COMMITTEES ON BILLS, WHETHER OPPOSED OR UNOPPOSED - - - - -	41
OF SELECT COMMITTEE ON DIVORCE BILLS - - - - -	53
V. THE ORDERS REGULATING THE PRACTICE OF THE HOUSE WITH REGARD TO PRIVATE BILLS - - - - -	55
VI. THE ORDERS REGULATING THE PRACTICE IN THE PRIVATE BILL OFFICE - - - - -	63

APPENDIX:

(A.)—FORM OF APPLICATION TO OWNERS, LESSEES AND OCCUPIERS - - - - -	71
(B.)—ACT TO COMPEL CLERKS OF THE PEACE AND OTHERS TO RECEIVE DOCUMENTS REQUIRED TO BE DEPOSITED WITH THEM - - - - -	73
(C.)—ACT PROVIDING FOR THE CUSTODY OF MONIES PAID IN PURSUANCE OF THE STANDING ORDERS - - - - -	74

STANDING ORDERS RELATIVE TO PUBLIC MATTERS:

RELIGION - - - - -	77
TRADE - - - - -	ibid.
PUBLIC MONEY - - - - -	ibid.
PECUNIARY PENALTIES - - - - -	78
TEMPORARY LAWS - - - - -	ibid.
PRESENTATION OF PUBLIC PETITIONS - - - - -	ibid.
MEMBERS' PLACES - - - - -	79
STRANGERS - - - - -	ibid.
PRAYERS - - - - -	ibid.
LETTERS - - - - -	ibid.
PUBLIC BUSINESS - - - - -	80
OFFICE OF SPEAKER - - - - -	81
STRANGERS AND DIVISIONS - - - - -	82
SELECT COMMITTEES - - - - -	ibid.

TABLE OF FEES TO BE CHARGED AT THE HOUSE OF COMMONS - - - - -	85
--	----

INDEX - - - - -	89
-----------------	----

1.

1.
Appointment
of Committees and
Examiners of
Petitions for
Private Bills.

I.

APPOINTMENT OF COMMITTEES AND
EXAMINERS OF PETITIONS
FOR PRIVATE BILLS.

Appointment
of Commit-
tees and
Examiners of
Petitions for
Private Bills.

STANDING ORDERS.

I.

APPOINTMENT OF COMMITTEES AND EXAMINERS OF PETITIONS FOR PRIVATE BILLS.

1.

THERE shall be one or more Officers of this House, to be called "THE EXAMINERS OF PETITIONS FOR PRIVATE BILLS," who shall be appointed by Mr. Speaker.

Examiners of
Petitions.

2.

There shall be a Committee, to be designated "THE SELECT COMMITTEE ON STANDING ORDERS," to consist of *Eleven* Members, who shall be nominated at the commencement of every Session, of whom *Five* shall be a Quorum.

Committee on
Standing
Orders.

3.

There shall be a Committee, to be designated "THE COMMITTEE OF SELECTION," to consist of the Chairman of the Select Committee on Standing Orders, who shall be *ex-officio* Chairman thereof, and *Five* other Members, who shall be nominated at the commencement of every Session, of which Committee *Three* shall be a Quorum.

Committee
of Selection.

4.

There shall be a Committee, to be designated "The General Committee on Railway and Canal Bills," which shall be nominated at the commencement of every Session by the Committee of Selection; and *Five* shall be the Quorum of such Committee.

General
Committee
on Railway
and Canal
Bills.

5.

The Committee of Selection may, from time to time, discharge Members from further attendance on such General Committee, and add other Members in their room, and shall appoint the Chairman of such Committee.

Committee
of Selection
may discharge
Members and
add others.

6.

The General Committee on Railway and Canal Bills shall appoint from among themselves the Chairman of each Committee on a Railway or Canal Bill, or on a Group of such Bills, and may change the Chairman so appointed from time to time.

General
Committee
to appoint
Chairman.

Appointment
of Commit-
tees and
Examiners of
Petitions for
Private Bills.

Committees
on Railway
and Canal
Bills.

7.

The Committee on every Railway and Canal Bill, or Group of Railway and Canal Bills, shall be composed of Five Members not locally or otherwise interested in the Bill or Bills referred to them; the Chairman to be appointed by the General Committee on Railway and Canal Bills, and Four other Members by the Committee of Selection. (*See also No. 86.*)

8.

Committees
on Opposed
Private Bills.

The Committee on every opposed Private Bill (not being a Railway, Canal or Divorce Bill), or Group of Bills, shall be composed of a Chairman and Four Members not locally or otherwise interested in the Bill or Bills referred to them, to be appointed by the Committee of Selection.

9.

Committees
on Unopposed
Private Bills.

The Committee on every unopposed Private Bill (not being a Railway, Canal or Divorce Bill), shall, if the same shall have originated in this House, be composed of the Chairman of the Committee of Ways and Means, who shall be *ex-officio* Chairman of every such Committee, together with one of the Members ordered to prepare and bring in the Bill, and one other Member not locally or otherwise interested therein, such Members to be appointed by the Committee of Selection, and shall, if such Bill shall have been brought from the House of Lords, be composed of the Chairman, as aforesaid, and Two other Members, to be appointed by the Committee of Selection, of whom one at least shall not be locally or otherwise interested in the Bill; and the Chairman and one other Member of such Committee shall be the quorum thereof.

10.

Committee
on Divorce
Bills.

There shall be a Committee, to be designated "THE SELECT COMMITTEE ON DIVORCE BILLS," to consist of *Nine* Members, who shall be nominated at the commencement of every Session, of whom *Three* shall be a Quorum.

11.

Members not
to be added to
Committees,
except by
special Order.

After any Committee on a Private Bill shall have met, no Members shall be added thereto, unless by special Order of The House.

II.
THE TWO CLASSES OF PRIVATE
BILLS.

II.

THE TWO CLASSES OF PRIVATE BILLS.

12.

For the purposes of the Standing Orders of this House, all Private Bills to which the Standing Orders are applicable shall be divided into the Two following Classes, according to the subjects to which they respectively relate:—

1st CLASS.—Burial Ground, Making, Maintaining or Altering.
 Charters and Corporations, enlarging or altering Powers of.
 Church or Chapel, Building, Enlarging, Repairing or
 Maintaining.
 City or Town, Paving, Lighting, Watching, Cleansing or
 Improving.
 Company, Incorporating or giving Powers to.
 County Rate.
 County or Shire Hall, Court House.
 Crown, Church, or Corporation Property, or Property
 held in Trust for Public or Charitable Purposes.
 Ferry.
 Fishery, Making, Maintaining or Improving.
 Gaol or House of Correction.
 Land, Inclosing, Draining or Improving.
 Letters Patent, Confirming, Prolonging or Transferring
 the Term of.
 Local Court, Constituting.
 Market or Market-place, Erecting, Improving, Repair-
 ing, Maintaining, or Regulating.
 Police.
 Poor, Maintaining or Employing.
 Poor Rate.
 Powers to sue and be sued, Conferring.
 Stipendiary Magistrate, or any Public Officer, Payment of.

1st CLASS.

And

Continuing or amending an Act passed for any of the
 purposes included in this or the Second Class, where
 no further work than such as was authorized by a former
 Act is proposed to be made.

2d CLASS.—Making, Maintaining, Varying, Extending or Enlarging any

Aqueduct.	Ferry, where any work is to be executed.
Archway.	Harbour.
Bridge.	Navigation.
Canal.	Pier.
Cut.	Port.
Dock.	Railway.
Drainage—making and main- taining any Cut for Drain- age, being a new Work, where it is not provided in the Bill that the same shall not be more than Eleven feet width at the bottom.	Reservoir. Sewer. Street. Tunnel.
Embankment for reclaiming Land from the Sea or any Tidal River.	Turnpike or other Public Carriage Road. Waterwork.

3.

III.
Standing
Orders, com-
pliance with
which is to be
proved before
the Exami-
ners of Peti-
tions for
Private Bills.

III.

STANDING ORDERS,
COMPLIANCE WITH WHICH IS TO BE
PROVED BEFORE THE
EXAMINERS OF PETITIONS FOR
PRIVATE BILLS.

III.

STANDING ORDERS, COMPLIANCE WITH WHICH
IS TO BE PROVED BEFORE THE EXAMINERS OF
PETITIONS FOR PRIVATE BILLS ; viz.

1. *Notices by Advertisement* - - - - - p. 13
2. *Notices and Applications to Owners, Lessees and Occupiers of Lands and Houses* - - - - - p. 15
3. *Documents required to be deposited, and the Times and Places of Deposit* - - - - - p. 16
4. *Form in which Plans, Books of Reference, Sections and Cross Sections shall be prepared* - - - - - p. 20
5. *Estimates and Subscription Contracts, or Declarations in lieu of Subscription Contracts, and Deposit of Money in certain cases* - - - p. 23

13.

Compliance with the following Standing Orders shall be proved before one of the Examiners of Petitions for Private Bills ;
—viz.

1. *Notices by Advertisement.*

14.

In all cases where application is intended to be made for leave to bring in a Bill relating to any of the subjects included in either of the Two Classes of Private Bills, Notices shall be given stating the objects of such intended application, and the time at which copies of the Bill will be deposited in the Private Bill Office ; and if it be intended to apply for powers for the compulsory purchase of Lands or Houses, or for extending the time granted by any former Act for that purpose, or to amalgamate with any other Company, or to sell or lease the Undertaking, or to purchase or take on lease the Undertaking of any other Company, or to amend or repeal any former Act or Acts, or to levy any Tolls, Rates or Duties, or to alter any existing Tolls, Rates or Duties, or to confer, vary or extinguish any exemptions from payment of Tolls, Rates or Duties, or to confer, vary or extinguish any other rights or privileges, the Notices shall specify such intention ; and the whole of the Notice relating to the same Bill shall be included in the same Advertisement, which shall be headed by a short title, descriptive of the Undertaking or Bill.

Notices to state objects of application, when Bills will be deposited in Private Bill Office, and intention to seek for powers to purchase Lands, or to amalgamate, &c. or to levy or alter Tolls, to be stated.

15.

In cases of Bills included in the Second Class, and of Bills of the First Class, in respect to which Plans are required to be deposited, such Notices shall also contain a description of all the Termini, together with the Names of the Parishes, Townships, Townlands and extra-parochial places from, in, through or into which the Work is intended to be made, maintained, varied, extended or enlarged, and shall state the time and place of deposit of the Plans, Sections, Books of Reference and Copies of the Gazette Notice respectively, with the Clerks of the Peace, Sheriff Clerks, Parish Clerks, Schoolmasters, Session Clerks, Town Clerks and Clerks of Unions, as the case may be. (See Nos. 28, 34 & 35.)

In Second Class Bills, Notices to contain Names of Parishes, &c.

Standing Orders,
compliance
with which is to be
proved before
Examiners.

Notices to
specify limits
of Burial
Ground or
Gas Works.

*Cuts, Canals,
Navigations,
&c.*

When it is
intended to
divert Water
from an exist-
ing Cut, &c.

*Letters
Patent.*

Name of
Invention to
be prefixed
in Capitals to
Notice.

Publication
of Notices in
Gazettes and
Newspapers.

16.

In cases of Bills respecting any Burial Ground, Cemetery or Gas Works, the Notices shall set forth and specify the limits within which such Burial Ground, Cemetery or Gas Works are intended to be erected or made.

17.

In all cases where it is proposed to divert into any intended Cut, Canal, Reservoir, Aqueduct or Navigation, or into any intended variation, extension or enlargement thereof respectively, any Water from any existing Cut, Canal, Reservoir, Aqueduct or Navigation, whether directly or derivatively, and whether under any agreement with the Proprietors thereof or otherwise, the Notices shall contain the name of every such existing Cut, Canal, Reservoir, Aqueduct or Navigation, the Waters supplying which will either directly or derivatively flow or proceed into any such intended Cut, Canal, Reservoir, Aqueduct or Navigation, or into any intended variation, extension or enlargement thereof.

18.

In cases of Bills for confirming or prolonging the terms of Letters Patent, each Notice shall have prefixed to it in Capital Letters the name by which the Invention is usually distinguished, and shall contain a distinct description of the Invention for which such Letters Patent have been obtained, and also an account of the Term of their Duration.

19.

In the months of *October* and *November*, or either of them, immediately preceding the Application for a Bill, such Notices shall be published *once* in the *London, Edinburgh* or *Dublin Gazette*, as the case may be, and in Three successive Weeks in some one and the same Newspaper of the County in which the City, County of a City, Town, County of a Town, or Lands to which such Bill relates shall be situate; or if there be no Newspaper published therein, then in the Newspaper of some County adjoining or near thereto; and if such Bill relate specially to any particular City, County of a City, Town or County of a Town, in which any Newspaper is published, such Notices shall be published in Three successive Weeks, in one and the same Newspaper published therein; or if such Bill do not relate to any particular City, County of a City, Town, County of a Town or Lands, such Notices shall be published *once* in the *London, Edinburgh* or *Dublin Gazette* only, as the case may be; and if such Bill relate to Lands situate in more than one County, such Notices shall be inserted *once* in each of Three successive Weeks, in some Newspaper or Newspapers which shall be published in *London* at least Six Days in the Week, or in *Edinburgh* or *Dublin* at least Two Days in the Week, as the case may be, and in a Newspaper of the County in which the principal Office of the Company or Companies or other parties who are the Promoters of any such Bill, shall be situate, and in a Newspaper of every County in which any new Works are proposed to be constructed, or in which any lands are situate in respect of which any new or further powers for the completion of Works already authorized are intended to be applied for.

Standing Orders
compliance
with which is to be
proved before
Examiners.

2. *Notices and Applications to Owners, Lessees and Occupiers of Lands and Houses.*

20.

On or before the 15th day of *December* immediately preceding the application for a Bill by which any Lands or Houses are intended to be taken, or an extension of the time granted by any former Act for that purpose is sought, application in writing shall be made to the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of all lands and houses so intended to be taken, or which may be taken as being within the limits of deviation defined upon the Plan; and in cases of Bills included in the second class, such application shall be, as nearly as may be, in the form set forth in the Appendix marked (A.)

Application
to Owners,
&c. on or
before 15th
December.

21.

Such application shall be made by delivering the same personally to every such party, or by leaving the same at his usual place of abode, or, in his absence from the United Kingdom, with his agent, on or before the 15th day of *December*, or by forwarding the same by post in a registered letter, addressed with a sufficient direction to his usual place of abode, and posted on or before the 12th day of *December*, at the chief Post Office in *London, Manchester, Liverpool, Birmingham, Leeds, Newcastle-upon-Tyne, Norwich, Lincoln, Shrewsbury, Bristol, Exeter, Edinburgh, Glasgow, Aberdeen, Inverness, Dublin, Belfast, Cork or Athlone*, at such hours and according to such regulations as the Postmaster General shall from time to time appoint, for the posting and registration of such letters.

How Applica-
tion to be
made.

22.

In all cases the written acknowledgment of the party applied to shall, in the absence of other proof, be sufficient evidence of an application having been made, or notice given; and in case of an application or notice having been forwarded by post, in a registered letter, the production of the Post Office receipt for such letter, duly stamped, in such form as the Postmaster General shall have appointed, shall be sufficient evidence of the due delivery of such letter; Provided it shall appear that the same was properly and sufficiently directed, and that the same was not returned by the Post Office as undelivered.

Written
acknowledg-
ment of Party
applied to,
and, in case
of Application
or Notice
by post, Post
Office Receipt,
sufficient evi-
dence.

23.

Separate Lists shall be made of the Names of such Owners, Lessees and Occupiers, distinguishing those who have assented, dissented or are neuter in respect to such application, or who have returned no answer thereto; and where no written acknowledgment has been returned to an application forwarded by post, or where such application has been returned as undelivered at any time before the making up of such lists, the direction of the letter in which the same was so forwarded shall be inserted therein. (See Order 38, directing the deposit of the said Lists in the Private Bill Office.)

Lists of
Owners, &c.
assenting,
dissenting
and neuter.

Standing Orders,
compliance
with which is to be
proved before
Examiners.

*Crown, &c.
Property.*

Notice to
Owners, &c.

*Burial
Grounds
and
Gas Works.*

Notice to
Owners and
Occupiers of
Houses.

*Relinquish-
ment of
Works.*

Notice to
Owners, &c.,
when the Bill
is to abridge
any Public
Work.

Time for
serving
Notices and
Applications.

Plans and
Books of Re-
ference, and
Sections, with
Clerk of the
Peace.

24.

Before the deposit of a Petition for leave to bring in a Bill relating to Crown, Church or Corporation Property, or Property held in Trust for Public or Charitable Purposes, or before the First Reading of any such Bill brought from the House of Lords, Notice in writing of such Application to Parliament shall be served upon the Owners or reputed Owners of such Property, and the Lessees or reputed Lessees of such Property, holding Leases granted for a life or lives, or for any term of Twenty-one Years or upwards.

25.

On or before the *Fifteenth* day of *December* immediately preceding the Application for any Bill for making a Burial Ground or Cemetery, or the erection of Works for the manufacture of Gas, Notice shall be served upon the Owner and Occupier of every Dwelling House situated within 300 Yards of the limits within which the proposed Burial Ground, Cemetery or Gas Works are intended to be erected or made.

26.

Previously to the deposit of a Petition for leave to bring in a Bill whereby any part of a Work authorized by any former Act is intended to be relinquished, Notices in writing of such Bill shall be served upon the Owners or reputed Owners, Lessees or reputed Lessees, and Occupiers of the Lands in which the part of the said Work intended to be thereby relinquished is situate; and such Notices shall be served, and the service thereof proved, in the same manner as Applications under Standing Orders, Nos. 21 and 22.

27.

No Notice served or Application made on a Sunday or Christmas Day, or before Eight o'clock in the forenoon, or after Eight o'clock in the afternoon of any day, shall be deemed valid, except in the case of delivery of letters by post.

3. Documents required to be deposited, and the Times and Places of Deposit.

Deposits on or before the 30th November.

28.

In cases of Bills of the Second Class, a Plan and also a Duplicate thereof, together with a Book of Reference thereto, and a Section and also a Duplicate thereof, as hereinafter described; and in cases of Bills of the First Class, by which any lands or houses are intended to be taken, a Plan and Duplicate thereof, together with a Book of Reference, shall be deposited for public inspection at the office of the Clerk of the Peace for every County, Riding or Division in *England* or *Ireland*, or in the Office of the Principal Sheriff Clerk of every County in *Scotland*, and where any county in *Scotland* is divided into districts or divisions, then in the office of the Principal Sheriff Clerk in or for each district or division in or through which the Work is proposed

posed to be made, maintained, varied, extended or enlarged, or in which such lands or houses are situate, on or before the 30th day of *November* immediately preceding the Application for the Bill.

Standing Orders,
compliance
with which is to be
proved before
Examiners.

29.

The Clerks of the Peace or Sheriff Clerks, or their respective Deputies, shall make a Memorial in writing upon the Plans, Sections and Books of Reference so deposited with them, denoting the time at which the same were lodged in their respective offices, and shall at all seasonable hours of the day permit any person to view and examine one of the same, and to make copies or extracts therefrom; and *one* of the two Plans and Sections so deposited, shall be sealed up and retained in the possession of the Clerk of the Peace or Sheriff Clerk until called for by order of one of the Two Houses of Parliament. (*See Appendix, Act 1 Vict. c. 88.*)

Clerks of
Peace to in-
dorse a Me-
morial on
Plans, &c.

30.

In cases where the work shall be situate on Tidal Lands within the ordinary Spring Tides, a copy of the Plans and Sections shall, on or before the 30th day of *November*, be deposited at the Office of the Board of Admiralty.

Tidal Lands.

Plans, &c.,
in certain
cases to be
deposited at
Admiralty.

31.

In the case of Railway Bills, a published Map, to a scale of not less than half an inch to a mile, (or in Ireland, to a scale of not less than a quarter of an inch to a mile,) with the line of Railway delineated thereon, so as to show its general course and direction, shall, on or before the 30th day of *November*, be deposited at the Office of the Clerk of the Peace, or Sheriff Clerk, together with the Plans, Sections and Book of Reference.

Railways.

Published
Map to be
deposited
with Clerk of
Peace, &c.

32.

In the case of Railway Bills, a Copy of all Plans, Sections, and Books of Reference, required by the Orders of the House to be deposited in the Office of any Clerk of the Peace or Sheriff Clerk, on or before the 30th day of *November* immediately preceding the application for the Bill, together with the said published Map, with the Line of Railway delineated thereon, so as to show its general course and direction, shall on or before the same day be deposited in the Office of the Board of Trade.

Plans, &c. at
the Office of
the Board of
Trade.

33.

On or before the 30th day of *November*, a copy of the said Plans, Sections and Books of Reference, and in the case of Railway Bills, also a copy of the said published Map, with the line of Railway delineated thereon, shall be deposited in the Private Bill Office of this House.

Deposit of
Plans, &c. in
Private Bill
Office.

34.

On or before the 30th day of *November*, a copy of so much of the said Plans and Sections as relates to each Parish in or through which the Work is intended to be made, maintained, varied, ex-

Parish Plan,
Section and
Book of Refe-
rence, with
Parish Clerk,
&c.

Standing Orders,
compliance
with which is to be
proved before
Examiners.

tended or enlarged, or in which any lands or houses, intended to be taken, are situate (*see* Fig. 5.), together with a copy of so much of the Book of Reference as relates to such Parish, shall be deposited with the Parish Clerk of each such Parish in *England*, or, in the case of any Extra-parochial Place, with the Parish Clerk of some Parish immediately adjoining thereto, with the Schoolmaster of each such Parish in *Scotland*, or if there be no Schoolmaster of any such Parish, then with the Session Clerk, or in Royal Burghs with the Town Clerk, and with the Clerk of the Union within which such Parish is included in *Ireland*. (*See* Appendix, Act 1 Vict. c. 83.)

35.

Gazette
Notice to be
deposited with
Plans, &c.
with Clerks
of Peace,
Parish Clerks,
&c.

Wherever any Plans, Sections and Books of Reference, or parts thereof, are required to be deposited, a Copy of the Notice published in the *Gazette* of the intended application to Parliament shall be deposited therewith.

Deposits on or before the 31st December.

36.

Petition for
Bill, &c.,
to be deposited
in Private Bill
Office.

Every Petition for a Private Bill, headed by a short Title descriptive of the Undertaking or Bill, corresponding with that at the head of the Advertisement, with a Declaration, signed by the Agent, and a printed copy of the Bill annexed, shall be deposited in the Private Bill Office on or before the 31st day of December; and such Petition, Bill and Declaration shall be open to the inspection of all parties; and printed copies of the Bill shall also be delivered therewith for the use of any Member of The House or Agent who may apply for the same.

37.

Declaration
of Agent as
to Class of
Bill, and
Powers
thereof, to be
annexed to
Petition.

Such Declaration shall state to which of the two Classes of Bills such Bill in the judgment of the Agent belongs; and if the proposed Bill shall give power to effect any of the following objects; that is to say:—

Power to take any lands or houses compulsorily, or to extend the time granted by any former Act for that purpose:

Power to levy tolls, rates or duties, or to alter any existing tolls, rates or duties; or to confer, vary or extinguish any exemption from payment of tolls, rates or duties, or to confer, vary or extinguish any other right or privilege:

Power to amalgamate with any other Company, or to sell or lease their Undertaking, or to purchase or take on lease the Undertaking of any other Company:

Power to interfere with any Crown, Church or Corporation property, or property held in trust for public or charitable purposes:

Power

Standing Orders,
compliance
with which is to be
proved before
Examiners.

Power to relinquish any part of a work authorized by a former Act :

Power to divert into any intended cut, canal, reservoir, aqueduct or navigation, or into any intended variation, extension or enlargement thereof respectively, any water from any existing cut, canal, reservoir, aqueduct or navigation, whether directly or derivatively, and whether under any agreement with the proprietors thereof, or otherwise :

Power to make, vary, extend or enlarge any cut, canal, reservoir, aqueduct or navigation :

Power to make, vary, extend or enlarge any Railway :

The said Declaration shall state which of such powers are given by the Bill, and shall indicate in which clauses of the Bill (referring to them by their number) such powers are given, and shall further state that the Bill does not give power to effect any of the objects enumerated in this Order, other than those stated in the Declaration.

If the proposed Bill shall not give power to effect any of the objects enumerated in the preceding Order, the said Declaration shall state that the Bill does not give power to effect any of such objects.

The said Declaration shall also state that the Bill does not give any powers, other than those included in the Notices for the Bill.

38.

On or before the 31st day of December there shall be also deposited in the Private Bill Office, all Estimates, Copies of Subscription Contracts and Declarations, and Lists of Owners, Lessees and Occupiers, which are required by the Standing Orders of the House.

Other Documents required to be deposited in Private Bill Office.

39.

As respects all Bills for the incorporation of Joint Stock Companies, or proposed Companies for carrying on any Trade or Business, or for conferring upon such Companies the power of suing and being sued, (such Bills being Bills of the First Class), there shall be deposited in the Private Bill Office, together with the Petition for the Bill, a copy of the Deed or Agreement of Partnership (if any) under which the Company or proposed Company is acting, or of the Subscription Contract (if any), and in all cases a declaration in writing stating the following matters :—

Documents to be deposited in Private Bill Office in regard to Joint Stock Companies Bills.

1st.—The present and proposed amount of the Capital of the Company.

2d.—The number of Shares, and the amount of each Share.

3d.—The number of Shares subscribed for.

4th.—The amount of Subscriptions paid up.

Standing Orders,
compliance
with which is to be
proved before
Examiners.

5th.—The names, residences and descriptions of the Shareholders or Subscribers (so far as the same can be made out), and of the actual or provisional Directors, Treasurers, Secretaries or other officer, if any.

And such documents shall be verified by the signature of some authorized officer of the Company or proposed Company (if any), and by some responsible party promoting the Bill.

40.

Copies of
Estimate,
Subscription
Contract, or of
Declaration,
&c., to be
printed, and
delivered in
Vote Office
and Private
Bill Office.

Previously to the deposit of a Petition for a Bill, copies of the Estimate of Expense of the Undertaking under such Bill, and of the Subscription Contract, if any, with the Names of the Subscribers arranged in alphabetical order, and the amount of the Deposit respectively paid up by each such Subscriber, and the total amount of such Subscriptions, and of the Sums so paid up; or where a Declaration alone, or Declaration and Estimate of the probable amount of Rates and Duties, are substituted for a Subscription Contract, copies of such Declaration, or of such Declaration and Estimate, shall be printed at the expense of the Promoters of the Bill, and delivered at the Vote Office for the use of the Members of The House, and at the Private Bill Office for the use of any Agent who may apply for the same.

41.

Copy of Rail-
way, &c. Bills
to be deposited
at Board of
Trade, and of
Navigation, &c.
Bills with
Admiralty, &c.,
and of Turnpike
Bills with the
Secretary of
State.

On or before the 31st day of *December*, a printed Copy of every Railway and Canal Bill, and of every Bill for incorporating or giving powers to any Company, shall be deposited in the Office of the Board of Trade, a printed copy of every Bill relating to any Dock, Harbour, Navigation, Pier or Port shall be deposited in the Office of the Board of Admiralty and in the Office of the Board of Trade, and a printed copy of every Bill relating to Turnpike Roads at the Office of the Secretary of State for the Home Department.

42.

Deposit not
valid on
Sunday, &c.

No Deposit shall be deemed valid if made on a Sunday or Christmas Day, or before Eight o'clock in the forenoon, or after Eight o'clock in the afternoon of any day.

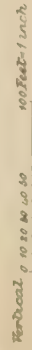
4. *Form in which Plans, Books of Reference, Sections and Cross Sections shall be prepared.*

43.

Plans.

Description
of Plans.

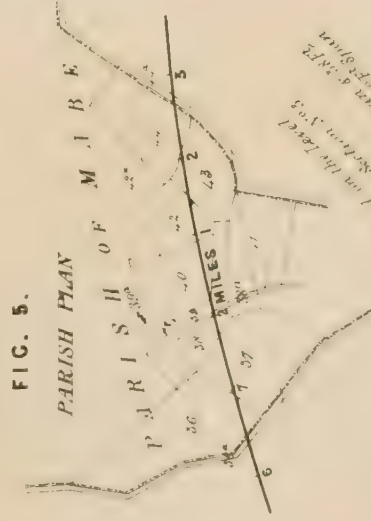
Every Plan required to be deposited shall be drawn to a scale of not less than *Four* inches to a Mile, and in the case of Bills of the First Class, shall describe the lands intended to be taken, and in the case of Bills of the Second Class, shall describe the line or situation of the whole of the Work (no alternative line or Work being in any case permitted), and the lands in or through which it is to be made, main-
tained,



Scales for Plan and Section



FIG. 1.



516

PARISH PLAN

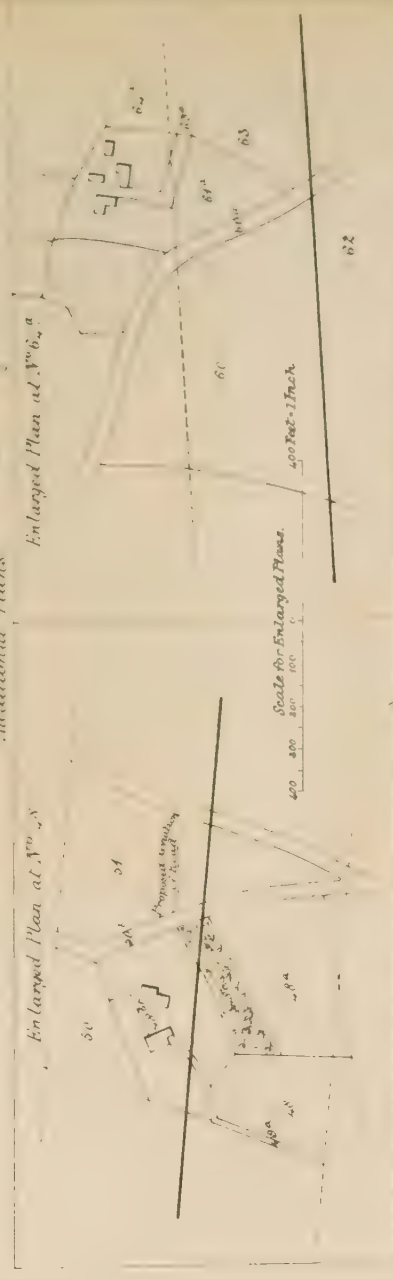


FIG. 3.
Isodimensional plans.

Enclosed Plan at 1st 1/2

Kindred Plan of V. B. a



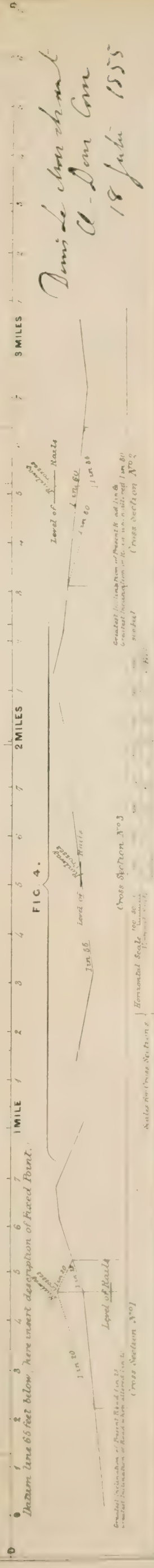
FIG. 2.

VIADUCT 560 Yds. 5'

RATE OF INCLINATION ONE IN 411.

HORIZONTAL.

RATE OF INCLINATION ONE IN 258



Urdium line 65 feet below here insert description of fixed Point.

Level of Hauls

Greatest incrimination of Present Road in 28
worst incrimination of Road when altered in 21.

Cross Section No 3

Horizontal Scale 1" = 100 ft.

Greatest Inclination of Present H. and J. in G.
Greatest Inclination of H. at w. n. ill. red l. on B.
Greatest declon N70°
90°

Doni Le char de nuit
A - Douv Com
18 Jan 1855

tained, varied, extended or enlarged, or through which every communication to or from the Work shall be made; and where it is the intention of the Parties to apply for powers to make any lateral deviation from the line of the proposed Work, the limits of such deviation shall be defined upon the Plan, and all Lands included within such limits shall be marked thereon; and unless the whole of such Plan shall be upon a scale of not less than a *quarter* of an *inch* to every 100 feet, an enlarged Plan shall be added of any Building, Yard, Court-Yard or Land within the curtilage of any Building, or of any Ground cultivated as a Garden, either in the line of the proposed Work, or included within the limits of the said deviation, upon a scale of not less than a *quarter* of an *inch* to every 100 feet. (See Fig. 3.)

Standing Orders,
compliance
with which is to
be proved before
Examiners.

Lands within
Deviation to
be on Plan.

Buildings, &c.
on enlarged
Scale.

44.

In all cases where it is proposed to make, vary, extend or enlarge any Cut, Canal, Reservoir, Aqueduct or Navigation, the Plan shall describe the Brooks and Streams to be directly diverted into such intended Cut, Canal, Reservoir, Aqueduct or Navigation, or into any variation, extension or enlargement thereof respectively, for supplying the same with Water.

Plan to de-
scribe Brooks,
&c. to be di-
verted.

45.

In all cases where it is proposed to make, vary, extend, or enlarge any Railway, the Plan shall exhibit thereon the distances in miles and furlongs, from one of the termini; and a memorandum of the radius of every curve not exceeding One Mile in length shall be noted on the Plan in furlongs and chains; and where tunnelling as a substitute for open cutting is intended, such tunnelling shall be marked by a dotted line on the Plan.

Distances to
be marked
in Miles and
Furlongs, and
memorandum
of Curves and
Tunnelling.

46.

If it be intended to divert, widen or narrow any Turnpike Road, Public Carriage Road, Navigable River, Canal or Railway, the course of such diversion, and the extent of such widening or narrowing, shall be marked upon the Plan.

Diversion and
widening or
narrowing of
Roads, &c. to
be shown.

47.

Book of Reference.

The Book of Reference to every such Plan shall contain the names of the Owners or Reputed Owners, Lessees or Reputed Lessees, and Occupiers of all Lands and Houses in the Line of the proposed Work, or within the limits of deviation as defined upon the Plan, and shall describe such Lands and Houses respectively.

Contents of
Book of
Reference.

Sections.

48.

The Section shall be drawn to the same horizontal scale as the Plan, and to a vertical scale of not less than *one inch* to every 100 feet, and shall show the surface of the ground marked on the Plan, the intended level of the proposed Work, the

Section to be
drawn to a
scale of not
less than one
inch to every
100 feet.

Standing Orders,
compliance
with which is to be
proved before
Examiners.

height of every Embankment and the depth of every Cutting, and a datum horizontal line, which shall be the same throughout the whole length of the Work, or any Branch thereof respectively, and shall be referred to some fixed point (stated in writing on the section), near some portion of such Work, and in the case of a Canal, Cut, Navigation, Turnpike or other Carriage-road or Railway, near either of the Termini. (*See line D. D., Fig. 2.*)

49.

Section to
specify level
of both banks.

In cases of Bills for improving the Navigation of any River, there shall be a Section which shall specify the Levels of both Banks of such River; and where any alteration is intended to be made therein, it shall describe the same by Feet and Inches, or decimal parts of a foot.

50.

Line of Rail-
way on Section
to correspond
with upper
surface of
Rails.

In every Section of a Railway, the Line of the Railway marked thereon shall correspond with the upper surface of the rails. (*See line S. S. Fig. 2.*)

51.

Vertical mea-
sures to be
marked at
change of
gradient.

Distances on the Datum Line shall be marked in miles and furlongs, to correspond with those on the Plan; a vertical measure from the Datum Line to the Line of the Railway shall be marked in feet and inches, or decimal parts of a foot, at each change of the gradient or inclination; and the proportion or rate of inclination between each such change shall also be marked.

52.

Height of
Railway over,
or depth
under surface
of Roads, &c.
to be marked,
and Bridges
and Level
Crossings.

Wherever the line of the Railway is intended to cross any turnpike-road, public carriage-road, navigable River, Canal or Railway, the height of the Railway over or depth under the surface thereof, and the height and span of every Arch of all Bridges and Viaducts, by which the Railway will be carried over the same, shall be marked in figures at every crossing thereof; and where the Railway will be carried across any such turnpike-road, public carriage-road or Railway, on the level thereof, such crossing shall be so described on the Section; and it shall also be stated if such level will be unaltered.

53.

Cross Sections
of Canals,
Roads, &c.
crossed by the
Railway
when level
or rate of
inclination
altered.

If any alteration be intended in the water level of any Canal, or in the level or rate of inclination of any turnpike-road, public carriage-road, or Railway, which will be crossed by the line of Railway, then the same shall be stated on the said Section, and each alteration shall be numbered; and Cross Sections, in reference to the said numbers, on a horizontal scale of not less than one inch to every 330 feet, and on a vertical scale of not less than one inch to every 40 feet, shall be added, which shall show the present surface of such Canal, Road or Railway, and the intended surface thereof when altered; and the greatest of the present and intended rates of inclination of such Road or Railway shall also be marked in figures thereon; and where any public carriage-road is crossed on the level, a Cross Section

Section of such road shall also be added; and all such Cross Sections shall extend for 200 yards on each side of the centre line of the Railway. (See Fig. 4.)

Standing Orders,
compliance
with which is to be
proved before
Examiners.

54.

Wherever the extreme height of any embankment, or the extreme depth of any cutting shall exceed Five Feet, the extreme height over or depth under the surface of the ground shall be marked in figures upon the Section; and if any Bridge or Viaduct of more than three arches shall intervene in any Embankment, or if any Tunnel shall intervene in any Cutting, the extreme height or depth shall be marked in figures on each of the parts into which such Embankment or Cutting shall be divided by such Bridge, Viaduct or Tunnel.

Embank-
ments and
Cuttings.

55.

Where tunnelling, as a substitute for open cutting, or a viaduct as a substitute for solid embankment, is intended, the same shall be marked on the Section.

Tunnelling
and Viaduct
to be marked.

5. *Estimates and Subscription Contracts or Declarations in lieu of Subscription Contracts; and Deposit of Money in certain cases.*

56.

An Estimate of the Expense of the Undertaking under each Bill of the Second Class shall be made and signed by the person making the same, and a Subscription shall be entered into under a Contract, made as hereinafter described, to *three-fourths* the amount of such Estimate. (See as to depositing Estimate and Subscription Contract in Private Bill Office, No. 38.)

Estimate and
Subscription
Contract in
Bills of the
Second Class.

57.

Every Subscription Contract shall contain the Christian Names and Surnames, Description and Place of Abode of every Subscriber; his Signature to the amount of his Subscription, with the amount which he has paid up; and the Name of the Party witnessing such Signature, and the date of the same respectively; and the legal description and seal of any corporate body being a party to such contract; and the total amount of such Subscriptions, and of the sums so paid up.

Contract
to contain
Christian and
Surnames of
Parties.

58.

No Subscription Contract shall be valid, excepting in the case of Railway Bills, (for which see Order 59), unless it be entered into subsequent to the close of the Session of Parliament previous to that in which application is made for leave to bring in the Bill to which it relates, and unless the Parties subscribing to it bind themselves, their Heirs, Executors and Administrators, for the Payment of the Money so subscribed, to be recoverable by action at law.

Not valid un-
less entered
into subse-
quent to close
of previous
Session.

59.

Subscription
Contract not
valid, unless
entered into
subsequent
to the com-
mencement of
previous
Session.

As regards Railway Bills, no Subscription Contract shall be valid, unless it be entered into subsequent to the commencement of the Session of Parliament previous to that in which application is made for leave to bring in the Bill to which it relates, and unless the parties subscribing to it bind themselves, their heirs, executors and administrators, for the payment of the money so subscribed, to be recoverable by action at law.

60.

Subscription
Contracts,
existing
Railway
Companies.

In all cases of application to Parliament by existing Railway Companies, for powers to raise additional capital for the purpose of constructing Branches or Extensions, or other new Works, or of contributing towards the expense of constructing other Lines of Railways or Works, a Subscription Contract shall be entered into for Three-fourths of such additional Capital as may be required for these purposes, beyond the Capital authorized to be raised for the existing Lines, whether the Bill be of the first or second class; and deposits shall be duly paid thereon as hereinafter required. (See No. 64.)

61.

Cases wherein
Declaration
may be depo-
sited in lieu
or in aid of
Subscription
Contract.

Where the Work is to be made, wholly or in part, by means of Funds, or out of Money to be raised upon the credit of present Surplus Revenue, belonging to any Society or Company, or under the control of Directors, Trustees, or Commissioners, as the case may be, of any existing Public Work, such parties being the Promoters of the Bill, a Declaration stating those facts, and setting forth the nature of such control, and the nature and amount of such Funds or Surplus Revenue, and showing the actual Surplus of such Funds or Revenue, after deducting the Funds required for purposes authorized by any Act or Acts of Parliament, and also the Funds which may be required for any other Work to be executed under any Bill in the same Session, and given under the common seal of the Society or Company, or under the hand of some authorized Officer of such Directors, Trustees or Commissioners, may be deposited in lieu or in aid of the Subscription Contract, and in addition to the Estimate of the Expense, provided such surplus Funds shall be not less than the whole amount of the Estimate, or the portion thereof not provided for by a Subscription Contract. (See as to depositing Subscription Contracts in Private Bill Office, No. 38.)

62.

Cases wherein
Declaration
and Estimate
of Amount of
Rates may be
substituted
for Subscrip-
tion Contract.

In cases where the Work is to be made out of Money to be raised upon the Security of the Rates, Duties or Revenue to be created by or to arise under any Bill, under which no private or personal pecuniary profit or advantage is to be derived, a Declaration stating those facts, and setting forth the means by which Funds are to be obtained for executing the Work, and signed by the Party or Agent soliciting the Bill, together with an Estimate of the probable amount of such Rates, Duties or Revenue, signed by the Person making the same, may be substituted for the Subscription Contract, and in addition to the Estimate of the Expense. (See as to depositing Estimate and Subscription Contract in Private Bill Office, No. 38.)

Deposit

Standing Orders;
compliance
with which is to be
proved before
Examiners.

Deposit of Money.

63.

Excepting in the case of a Railway Bill (for which see Order 64), a sum not less than *One-twentieth* part of the amount required to be subscribed (see No. 56) shall, previously to the 15th day of January, be deposited with the Court of Chancery in *England*, if the Work is intended to be done in *England*, or with the Court of Chancery in *England* or the Court of Exchequer in *Scotland*, if such Work is intended to be done in *Scotland*, and with the Court of Chancery in *Ireland*, if such Work is intended to be done in *Ireland*. (See Appendix C.)

One-twen-
tieth part of
the Amount
required to
be subscribed
to be depo-
sited.

64.

In the case of Railway Bills, a sum not less than *One-tenth* part of the amount required to be subscribed (see No. 56) shall, previously to the 15th day of January, be deposited with the Court of Chancery in *England*, if the Railway is intended to be made in *England*; or with the Court of Chancery in *England* or the Court of Exchequer in *Scotland*, if such Railway is intended to be made in *Scotland*; and with the Court of Chancery in *Ireland*, if such Railway is intended to be made in *Ireland*.

One-tenth
part of the
Amount
required to be
subscribed to
be deposited.

4.

IV.
Proceedings
of Examiners,
of Chairman
of Committee
of Ways
and Means,
and of Committees.
—

IV.
PROCEEDINGS OF EXAMINERS,
OF CHAIRMAN OF COMMITTEE OF
WAYS AND MEANS,
AND OF COMMITTEES.

IV.

PROCEEDINGS OF EXAMINERS, OF CHAIRMAN OF COMMITTEE OF WAYS AND MEANS, AND OF COMMITTEES.

PROCEEDINGS OF THE EXAMINERS OF PETITIONS FOR
PRIVATE BILLS.

65.

The Examination of the Petitions for Private Bills which shall have been duly deposited in the Private Bill Office, shall commence on the 25th day of January, in such order and according to such regulations as shall have been made by Mr. Speaker.

When Examination of Petitions to commence.

66.

One of the Examiners shall give at least Seven clear Days' Notice in the Private Bill Office of the day appointed for the Examination of each Petition which shall have been duly deposited in the Private Bill Office; and in case the promoters shall not appear at the time when the Petition shall come on to be heard, the Examiner to whom the case shall have been allotted, shall strike the Petition off the General List of Petitions, and shall not re-insert the same, except by order of the House.

Notice to be given by one of the Examiners of day appointed for Examination.

67.

Any parties shall be entitled to appear and to be heard, by themselves, their agents and witnesses, upon a Memorial addressed to the Examiner, complaining of a non-compliance with the Standing Orders, provided the matter complained of be specifically stated in such Memorial, and the party (if any) who may be specially affected by the non-compliance with the Standing Orders have signed such Memorial and shall not have withdrawn his signature thereto, and such Memorial have been duly deposited in the Private Bill Office. (*See Orders 173, 196.*)

Memorials complaining of non-compliance.

68.

The Examiner may admit Affidavits in proof of the compliance with the Standing Orders of The House, unless in any case he shall require further evidence; and such Affidavit shall be sworn, if in England, before a Justice of the Peace; if in Scotland, before any Sheriff Depute or his Substitute; and if in Ireland, before any Judge or Assistant Barrister of that part of the United Kingdom.

Proof by Affidavit.

69.

The Examiner shall certify by indorsement on each Petition which shall have been duly deposited in the Private Bill Office, whether the Standing Orders have or have not been complied with; and, when they have not been complied with, he shall also report to the House the facts upon which his decision is founded, and any special circumstances connected with the case.

Examiner to indorse Petition, and when Standing Orders not complied with, to report.

70.

To report in
all cases of
Petitions for
additional
provision in
Private Bills,
&c.

In all cases of Petitions for additional provision in Private Bills and of Estate Bills brought from the House of Lords, and of Bills introduced by leave of this House in lieu of other Bills which shall have been withdrawn, and referred to the Examiner, the Examiner shall give at least Two clear Days' notice, in the Private Bill Office, of the day on which the same will be examined ; and he shall report to the House whether the Standing Orders have or have not been complied with ; and, when they have not been complied with, the facts upon which his decision is founded, and any special circumstances connected with the case.

71.

Special Report
in certain
cases.

In case the Examiner shall feel doubts as to the due construction of any Standing Order in its application to a particular case, he shall make a Special Report of the facts to the House, without deciding whether the Standing Order has or has not been complied with ; and in such case he shall indorse the Petition with the words " Special Report," either alone, or if non-compliances with other Standing Orders shall have been proved, in addition to the words " Standing Orders not complied with."

PROCEEDINGS OF, AND IN RELATION TO, THE CHAIRMAN OF THE COMMITTEE OF WAYS AND MEANS, AND THE COUNSEL TO MR. SPEAKER.

72.

The Chairman of the Committee of Ways and Means, with the assistance of the Counsel to Mr. Speaker, shall examine all Private Bills, whether opposed or unopposed, and call the attention of The House, and also of the Chairman of the Committee on every opposed Private Bill, to all points which may appear to him to require it; and Copies of all such Bills shall be laid by the Agent before the said Chairman and Counsel not later than the day after the Examiner of Petitions shall have indorsed the Petition for the Bill.

Chairman of
Ways and
Means to
examine all
Private Bills,
&c.

73.

Three clear Days at least before the First Meeting of the Committee on any Private Bill, there shall be laid before the Chairman of the Committee of Ways and Means and the Counsel to Mr. Speaker, by the Agent, Copies of every such Bill as proposed to be submitted to the Committee, and such Copies shall be signed by the Agent for the Bill.

Copies of Bill
as proposed to
be submitted
to Com-
mittee, to be
laid before
Chairman of
Ways and
Means, &c.

74.

The Chairman of the Committee of Ways and Means shall be at liberty, at any period after any Private Bill shall have been referred to a Committee, to report to The House any special circumstances relative thereto which may appear to him to require it, or to inform The House that in his opinion any unopposed Private Bill should be treated as an opposed Private Bill.

Power to
Chairman to
report special
circum-
stances, &c.
to The House.

75.

Three clear Days at least before the consideration of any Private Bill ordered to lie upon the Table, a Copy of every such Bill, as amended in Committee, shall be laid by the Agent before the Chairman of the Committee of Ways and Means and the Counsel to Mr. Speaker, and deposited at the Office of the Board of Trade.

Copy of Bill
as amended
in Committee
to be laid
before Chair-
man of Ways
and Means,
&c.

76.

On or before the consideration of the Report of every Railway Bill, the Chairman of the Committee of Ways and Means shall inform The House, or signify in writing to Mr. Speaker, whether the Bill contain the several provisions required by the Standing Orders.

On considera-
tion of Report
of Railway
Bill, Chairman
of Ways and
Means to
acquaint the
House if Orders
have been
observed.

77.

When it is intended to bring up any Clause, or to propose any Amendment on the consideration of any Private Bill ordered to lie upon the Table, or any verbal amendment on the Third Reading of any Private Bill, the same shall be submitted by the

Clause or
Amendment
on consi-
deration of
Bill, or on
Third Read-
ing, to be

submitted to
Chairman of
Ways and
Means, &c.

Agent to the Chairman of the Committee of Ways and Means, and the Counsel to Mr. Speaker, on the day on which notice is given thereof in the Private Bill Office; and the said Chairman shall inform The House, or signify in writing to Mr. Speaker, whether such Clause or Amendment be such as ought or ought not to be entertained by The House, without referring the same to the Select Committee on Standing Orders.

78.

Copy of
Amendments
by House of
Lords, and of
proposed
Amendments
thereto, to be
laid before
Chairman of
Ways and
Means, &c.

A Copy of all Amendments made in The House of Lords to any Private Bill, and of all Amendments to such Amendments intended to be proposed in this House, shall be laid by the Agent before the Chairman of the Committee of Ways and Means and the Counsel to Mr. Speaker, before Two o'clock on the day previous to that on which the same are respectively appointed for consideration by The House.

PROCEEDINGS OF THE SELECT COMMITTEE ON STANDING
ORDERS.

79.

When any Report of the Examiner of Petitions for Private Bills, in which he shall report that the Standing Orders have not been complied with, shall have been referred to the Select Committee on Standing Orders, and after the Petition for the Bill shall have been duly presented, they shall report to The House whether such Standing Orders ought or ought not to be dispensed with, and whether in their opinion the parties should be permitted to proceed with their Bill, or any portion thereof, and under what (if any) conditions.

To report
whether
Standing
Orders ought
or ought not
to be dis-
pensed with.

80.

When any Special Report from the Examiner of Petitions as to the construction of a Standing Order shall have been referred to the Select Committee on Standing Orders, they shall determine, according to their construction of the Standing Order, and on the facts stated in such Report, whether the Standing Orders have or have not been complied with, and they shall then either report to the House that the Standing Orders have been complied with, or shall proceed to consider the question of dispensing with the Standing Orders, as the case may be.

Proceeding in
case of Special
Report.

81.

When any Petition praying that any of the Sessional or Standing Orders of The House relating to Private Bills may be dispensed with, shall stand referred to the Select Committee on Standing Orders, they shall report to The House whether such Sessional or Standing Orders ought or ought not to be dispensed with.

To report
whether
Sessional
or Standing
Orders ought
or ought not
to be dis-
pensed with.

82.

When any Petition for the re-insertion of any Petition for a Private Bill in the General List of Petitions shall stand referred to the Select Committee on Standing Orders, they shall report to the House whether in their opinion such Petition ought or ought not to be re-inserted, and, if re-inserted, under what (if any) conditions.

To report
whether Peti-
tion ought or
ought not to
be re-inserted
in the General
List.

83.

When any Clause or Amendment proposed on the consideration of any Private Bill ordered to lie upon the Table shall have been referred to the Select Committee on Standing Orders, they shall report to The House whether such Clause or Amendment should be adopted by The House or not, or whether the Bill should be re-committed.

To report
whether Clause
or Amendment
on considera-
tion of Bill
should be
adopted by
House or not,
or whether
Bill should be
re-committed.

PROCEEDINGS OF THE COMMITTEE OF SELECTION, AND OF
THE GENERAL COMMITTEE ON RAILWAY AND CANAL BILLS.

84.

Printed copies of all Private Bills, not being Railway or Canal Bills, shall be laid before the Committee of Selection, and Printed Copies of all Railway and Canal Bills before the General Committee on Railway and Canal Bills, by the parties promoting the same, at the first Meeting of the said Committees respectively.

Printed
Copies of
Bills to be
laid before
Committee of
Selection and
General Com-
mittee.

85.

The Committee of Selection may, if they think fit, form into Groups all Private Bills, not being Railway or Canal Bills, and the General Committee on Railway and Canal Bills may form into Groups all Railway and Canal Bills, which, in their opinion, it may be expedient to submit to the same Committee, and shall report the same to The House.

Committee of
Selection and
General Com-
mittee to
group Private
Bills.

86.

The General Committee on Railway and Canal Bills may, whenever they shall think fit, refer any unopposed Railway or Canal Bill to the Chairman of the Committee of Ways and Means and two other Members not locally or otherwise interested, to be nominated by the Committee of Selection.

Railway and
Canal unop-
posed Bills.

87.

The Committee of Selection shall name the Bill or Bills which shall be taken into consideration on the first day of the meeting of the Committee on any Group of Bills not being Railway or Canal Bills; and the General Committee on Railway and Canal Bills shall name the Bill or Bills which shall be taken into consideration on the first day of the meeting of each Committee on any Group of such Bills.

Committee of
Selection and
General
Committee
to name Bill
or Bills to be
considered on
the first day.

88.

The Committee of Selection shall consider no Bill as an opposed Private Bill, unless either previous to, or not later than Seven clear Days after, the Second Reading thereof, a Petition shall have been presented against it, in which the Petitioner or Petitioners shall have prayed to be heard, by themselves, their Counsel or Agents, or unless, where no such Petition shall have been presented, the Chairman of the Committee of Ways and Means shall have reported to The House that in his opinion any Bill ought to be so treated.

What Bills
not to be
considered
opposed.

Constitution
of Com-
mittees on
opposed Pri-
vate Bills.

89.

The Committee of Selection shall refer every opposed Private Bill which shall have been referred to them, or any Group of such Bills, to a Chairman and Four Members, not locally or otherwise interested therein.

90.

Constitution
of Com-
mittees on
unopposed
Private Bills.

The Committee of Selection shall refer every unopposed Private Bill, which shall have been referred to them, to the Chairman of the Committee of Ways and Means, together with one of the Members ordered to prepare and bring in the same, and one other Member not locally interested therein, if the Bill shall have originated in this House; and if the Bill shall have been brought from The House of Lords, to the Chairman of the Committee of Ways and Means, together with Two other Members, of whom one at least shall not be locally or otherwise interested therein.

91.

Committee of
Selection to
give notice to
Members.

The Committee of Selection shall give each Member not less than Fourteen Days' notice, by publication in the Votes or otherwise, of the week in which it will be necessary for him to be in attendance for the purpose of serving, if required, as a Member, not locally or otherwise interested, of a Committee on a Private Bill.

92.

Notice of
Appointment
and Decla-
ration to be
transmitted
to Members.

The Committee of Selection shall give to each Member sufficient Notice of his appointment as a Member of a Committee on any Private Bill, or Group of such Bills, and, in every case where a declaration is required to be signed and returned by such Member, shall transmit to him a blank form of the Declaration required, with a request that it may forthwith be returned properly filled up and signed.

93.

Members
returning no
answer to be
reported.

The Committee of Selection shall report to The House the name of every Member from whom they shall not have received in due time such Declaration, so filled up and signed, or, in lieu thereof, an excuse which they shall deem sufficient.

94.

One Member
may be sub-
stituted for
another.

The Committee of Selection shall have the power of substituting, at any time before the first meeting of a Committee, another Member for any Member whom they shall deem it proper to excuse from serving on that Committee.

95.

Committee of
Selection to
appoint First
Sitting of
Committee.

The Committee of Selection shall, subject to the order in regard to the interval between the Second Reading of every Private Bill and the Sitting of the Committee thereupon, fix the time for holding the *First Sitting* of every Committee on a Private Bill which shall have been referred either to the said Committee, or the General Committee on Railway and Canal Bills.

96.

Committee of
Selection to
send for
persons, &c.

The Committee of Selection shall have power, in the execution of their duties, to send for Persons, Papers and Records.

PROCEEDINGS OF COMMITTEES ON OPPOSED BILLS.

97.

Each Member of a Committee on an opposed Private Bill, or group of such Bills, shall, before he be entitled to attend and vote on such Committee, sign the following Declaration :

Declaration
of Members
not locally
interested.

I do hereby declare, That my constituents have no local interest, and that I have no personal interest, in such Bill ; and that I will never vote on any question which may arise without having duly heard and attended to the Evidence relating thereto.

And no such Committee shall proceed to business until the said Declaration shall have been so signed by each of such Members.

98.

Committees shall be allowed to proceed if Three of the Five Members shall be present, but not with a less number, unless by special leave of the House.

Quorum
to be always
present.

99.

So soon after the expiration of *Ten Minutes* after the time appointed for the first sitting of a Committee on an opposed Private Bill, not being a Railway or Canal Bill, as there shall be present at least *Three* of the *Five* Members appointed to serve on such Committee, provided that all the said *Five* Members shall have duly signed and delivered in the Declaration as hereinbefore provided, the Chairman shall proceed to take the Chair of the Committee.

When Pro-
ceedings of
Committee to
commence.

100.

No Member of a Committee on an opposed Private Bill shall absent himself from his duties thereon, except in the case of sickness, or by order of The House.

Members not
to absent
themselves.

101.

If the Chairman shall be absent from the Committee, the Member next in rotation on the List of Members who shall be present shall act as Chairman.

When Chair-
man absent.

102.

If at any time during the sitting of any Committee, *Three* at least of the Members shall not be present, the Chairman shall suspend the proceedings of such Committee until *Three* at least shall be present ; and if at the expiration of *One Hour* from the time fixed for the meeting of the Committee, or from the time when the Chairman shall so have suspended the proceedings, *Three* Members shall not be present, the Committee shall be adjourned to the next day on which The House shall sit, and then shall meet at the hour on which such Committee would have sat, had no such adjournment taken place.

Proceedings
to be sus-
pended if
Quorum not
present.

Members
absent to be
reported to
The House.

103.

If any of the Members shall not be present within One Hour after the time appointed for the meeting of the Committee, or if any Member shall absent himself from his duties on such Committee, every such Member shall be reported to The House at its next sitting.

104.

Absence of
Quorum by
Death or
otherwise to
be reported.

If at any time after the Committee on a Bill shall have been formed, a Quorum of Members required by the Standing Orders cannot attend in consequence of any of the Members who shall have duly qualified to serve on such Committee having become incompetent to continue such service by having been placed on an Election Committee, or by death or otherwise, the Chairman shall report the circumstances of the case to The House, in order that such measures may be taken by The House as shall enable the Members still remaining on the Committee to proceed with the business referred to such Committee, or as the exigency of the case may require.

105.

Questions to
be decided by
majority of
voices.

All questions before Committees on Private Bills shall be decided by a majority of voices, including the voice of the Chairman; and whenever the voices are equal, the Chairman shall have a second or casting vote.

106.

Committee
on Group to
consider that
Bill first which
Committee of
Selection or
General Com-
mittee shall
have named, and
to appoint day
for Consideration
of remaining
Bills, of which
Clerk of Com-
mittee to give
Notice.

The Committee on each Group of Bills shall take the Bill or Bills first into consideration which shall have been named by the Committee of Selection, or by the General Committee on Railway and Canal Bills (*see* No. 87); and the Committee shall, from time to time, appoint the day on which they will enter upon the consideration of each of the remaining Bills, and on which they will require the parties severally promoting or opposing the same to enter appearances; and Two clear Days' notice, at the least, of such appointment, shall be sent by the Clerk attending the Committee to the Clerks in the Private Bill Office; and in case the Committee shall postpone the consideration of any Bill, the like notice shall be given of the day of which the same is postponed.

107.

Causes of
Adjournment
to be specially
reported.

Every Committee on an opposed Private Bill shall report specially to the House the cause of any Adjournment over any day on which the House shall sit.

108.

Petition
against Bill
not to be con-
sidered except
grounds of
objection
sufficiently
specified.

No Petition against a Private Bill shall be taken into consideration by the Committee on such Bill, which shall not distinctly specify the ground on which the Petitioners object to any of the provisions thereof; and the Petitioners shall be only heard on such grounds so stated; and if it shall appear to the said Committee, that such grounds are not specified with sufficient accuracy, the Committee may direct that there be given in to the Committee

Committee a more specific Statement, in writing, but limited to such grounds of Objection so inaccurately specified.

109.

No Petitioners against any Private Bill shall be heard before the Committee on the Bill, unless their Petition shall have been prepared and signed in strict conformity with the Rules and Orders of this House, and shall have been presented to this House by having been deposited in the Private Bill Office, either previous to, or not later than *Seven* clear *Days* after, the Second Reading of such Bill, except where the Petitioners shall complain of any matter which may have arisen during the progress of the Bill before the said Committee, or of any proposed additional provision, or of the Amendments as proposed in the filled-up Bill deposited in the Private Bill Office.

Petitioners
against Bill
not to be
heard unless
Petition pre-
sented not
later than
Seven clear
Days after Se-
cond Reading,
&c.

110.

It shall be competent to the Committee on any Private Bill to admit Petitioners to be heard upon their Petitions against such Bill, on the ground of competition, if they shall think fit.

Competition
to be a ground
of locus
standi.

111.

Where a Bill is promoted by an Incorporated Company, Shareholders of such Company shall not be entitled to be heard before the Committee against such Bill, unless their interests, as affected thereby, shall be distinct from the general interests of such Company.

In what cases
Shareholders
to be heard.

112.

Where a Railway Bill contains provisions for taking or using any part of the Lands, Railway, Stations or Accommodations of another Company, or for running Engines or Carriages upon or across the same, or for granting other facilities, such Company shall be entitled to be heard upon their Petition against the Preamble and Clauses of such Bill.

In what cases
Railway
Companies
to be heard.

113.

It shall be competent to the Committee on any Railway or Canal Bill to admit Petitioners, being the Municipal Authorities of any Town, or the Inhabitants of any Town or District alleged to be injuriously affected by a Bill, to be heard against such Bill, if they shall think fit.

Municipal
authorities
and Inhabi-
tants of
Towns, &c.

114.

In all cases of opposed Private Bills, in which no parties shall have appeared on the Petitions against such Bills, or having appeared shall have withdrawn their opposition before the evidence of the Promoters shall have been commenced, the Committees on such Bills shall forthwith refer them back, with a statement of the facts, if not Railway or Canal Bills, to the Committee of Selection, and if Railway and Canal Bills, to the General Committee on Railway and Canal Bills, who shall deal with them as unopposed Bills.

When op-
posed Bills
may be
treated as
unopposed.

PROCEEDINGS of, and in Relation to, COMMITTEES ON BILLS,
whether OPPOSED or UNOPPOSED.

115.

At the first Meeting of the Committee, Copies of the Bill, as proposed to be submitted to them, and signed by the Agent, shall be laid by him before each Member of the Committee.

Filled-up
Copies of Bill
to be laid
before each
Member.

116.

No Member, locally or otherwise interested, of a Committee on any unopposed Private Bill, shall have a Vote on any question that may arise, but every such Member shall be entitled to attend and take part in the proceedings of the Committee.

Local Mem-
ber not to
vote.

117.

The Names of the Members attending each Committee shall be entered by the Clerk on the Minutes of the Committee; and if any Division shall take place in the Committee, the Clerk shall take down the Names of Members voting in any such Division, distinguishing on which side of the question they respectively vote, and that such Lists be given in with the Report to The House.

Names of
Members to
be entered on
Minutes.

118.

No Committee shall have power to examine into the compliance or non-compliance with such Standing Orders as are directed to be proved before the Examiner of Petitions for Private Bills, unless by special order of The House.

Committee on
Bill not to
inquire into
certain Stand-
ing Orders.

119.

The Committee on any Private Bill may admit affidavits in proof of the compliance with such Standing Orders of the House as are directed to be proved before them, unless in any case they shall require further evidence; and such affidavits shall be sworn, if in England, before a Justice of the Peace; if in Scotland, before any Sheriff-depute or his substitute; and if in Ireland, before any Judge or Assistant Barrister of that part of the United Kingdom.

Committee
may admit
affidavits in
proof of com-
pliance with
Standing
Orders.

120.

The Committee may admit proof of the Consents of Parties concerned in interest in any Private Bill, by Affidavits, sworn as aforesaid, or by the Certificate in writing of such Parties, whose Signatures to such Certificate shall be proved by one or more Witnesses, unless the Committee shall require further Evidence.

Consents,
how to be
proved.

121.

The Committee shall make a Special Inquiry into the *bond fide* character of the Subscription Contract, if any, and the sufficiency of the Subscribers thereto, and report their Opinion thereupon to The House.

Special In-
quiry into
Subscription
Contract, &c.

122.

Clause com-
pelling pay-
ment of Sub-
scriptions.

In all Bills presented to The House for carrying on any Work by means of a Company, Commissioners or Trustees, Provision shall be made for compelling Persons who have subscribed any Money towards carrying any such Work into execution, to make payment of the Sums severally subscribed by them.

123.

Provision to
be made in
Bills by
which Tolls,
&c. are to be
levied.

In all Bills whereby any Parties are authorized to levy Fees, Tolls or other Rate or Charge, Clauses shall be inserted, providing for the following objects, except in so far as any of such objects shall have been provided for in some general Act applicable to the subject-matter of the Bill:—

Security to be
taken from
Treasurer, &c.

Security to be taken from the Treasurer, Collector, or Receiver, and every other officer entrusted with the collection or custody of monies under the Bill, for the faithful execution of his office.

Accounts to
be kept.

Full and accurate Accounts to be kept of all monies received and expended under the provisions of the Bill, and that such Accounts be balanced once in each year at the least.

Accounts to
be audited.

Such Accounts to be duly audited once in each year at the least, and that for such purpose an Auditor or Auditors be appointed by some person or persons not immediately connected with the Commissioners, Directors, Trustees, or other party, by whom, or by whose direction or authority, such Fees, Tolls, Rates or Charges shall be levied.

Accounts,
Vouchers,
&c., to be
produced to
Auditors.

For the purpose of auditing such Accounts, the Commissioners, Directors, Trustees or other such party as aforesaid to be required to cause the Accounts, together with all their Books and Vouchers, to be produced to the Auditors.

Remunera-
tion to
Auditors.

The remuneration of the Auditor, and his expenses, to be defrayed out of the funds levied under the Bill.

Abstract of
Account to
be annually
transmitted
to Clerk of
Peace.

An annual Account, in abstract, to be prepared of the total Receipts and Expenditure of all funds levied under such Bill for the past year, under the several distinct heads of Receipts and Expenditure, with a Statement of the Balance of the said Account duly audited and certified by the Chairman of the Commissioners, Directors, Trustees or other parties aforesaid, and also by the Auditors thereof; and a copy of such annual Account to be transmitted, free of charge, to the Clerk of the Peace (or in Scotland to the Sheriff Clerk) for the County, or to the Clerk of the City or Borough within which the chief Office for the management of such funds shall be situated, on or before the *Thirty-first* day of *January* in each year, under a sufficient Penalty for not preparing and sending in the said Account, to be levied by summary process; the said Account to be open at all seasonable hours to the inspection of the Public upon payment of a Fee.

124.

Where the level of any Road shall be altered in making any Public Work, the ascent of any Turnpike Road, or of any Road in Ireland so defined in the Railway Clauses Consolidation Act, 1845, shall not be more than One foot in 30 feet, and of any other public Carriage Road not more than One foot in 20 feet; and a good and sufficient Fence, of Four feet high at the least, shall be made on each side of every Bridge which shall be erected.

Level of
Roads.Fence to
Bridge.

125.

Every Plan, and Book of Reference thereto, which shall be produced in evidence before the Committee upon any Private Bill (whether the same shall have been previously lodged in the Private Bill Office, or not,) shall be signed by the Chairman of such Committee, with his Name at length; and he shall also mark with the Initials of his Name every Alteration of such Plan and Book of Reference, which shall be agreed upon by the said Committee; and every such Plan and Book of Reference shall thereafter be deposited in the Private Bill Office.

Plan, &c., to
be signed by
Chairman.

126.

The Chairman of the Committee shall sign, with his Name at length, a printed Copy of the Bill (to be called the Committee Bill), on which the Amendments are to be fairly written; and also sign, with the Initials of his Name, the several Clauses added in the Committee.

Committee
Bill and
Clauses to be
signed by
Chairman.

127.

The Chairman of the Committee shall report to The House, that the Allegations of the Bill have been examined; and whether the Parties concerned have given their Consent (where such Consent is required by the Standing Orders) to the satisfaction of the Committee.

Chairman to
report on
allegations of
Bill, &c.

128.

The Chairman of the Committee shall report the Bill to The House, whether the Committee shall or shall not have agreed to the Preamble, or gone through the several Clauses, or any of them; or where the Parties shall have acquainted the Committee that it is not their intention to proceed with the Bill; and when any alteration shall have been made in the Preamble of the Bill, such alteration, together with the ground of making it, shall be specially stated in the Report.

Chairman
to report Bill
in all cases.

129.

The Minutes of the Committee on every Private Bill shall be brought up and laid on the Table of The House, with the Report of the Bill.

Minutes of
Committee.

Proceedings
of
Committees
on Bills.

Railway Bills.

130.

Restrictions
as to Mort-
gage.

In the case of a Railway Bill, no Company shall be authorized to raise, by Loan or Mortgage, a larger sum than *One-third* of their capital; and until *Fifty per cent.* on the whole of the capital shall have been paid up, it shall not be in the power of the Company to raise any Money by Loan or Mortgage.

131.

Limiting
ascent of
Roads where
Level is al-
tered.

Where the level of any road shall be altered in making any Railway, the ascent of any Turnpike Road, or of any Road in Ireland, so defined in the Railway Clauses Consolidation Act, 1845, shall not be more than One foot in 30 feet, and of any other public carriage-road not more than One foot in 20 feet, unless a report thereupon from some officer of the Board of Trade shall be laid before the Committee on the Bill, and unless the Committee, after considering such report, and examining such officer, if they shall disagree with the said report, shall recommend steeper ascents, with the reasons and facts upon which their opinion is founded: Also, a good and sufficient Fence, of Four feet high at the least, shall be made on each side of every Bridge which shall be erected.

Fence to
Bridge.

132.

Railway not
to cross Roads
on a Level
unless Com-
mittee
report, &c.

No Railway whereon carriages are propelled by steam, or by atmospheric agency, or drawn by ropes in connexion with a stationary steam-engine, shall be made across any turnpike-road or other public carriage-way on the level, unless a Report thereupon from some Officer of the Board of Trade shall be laid before the Committee on the Bill, and unless the Committee, after considering such Report, and examining such Officer, if they shall disagree with the said Report, shall recommend such level crossing, with the reasons and facts upon which their opinion is founded; and in every Clause authorizing a level crossing, the number of lines of rails authorized to be made at such crossing shall be specified.

133.

Railway
Company not
to acquire
Docks, &c.
unless Com-
mittee report,
&c.

No Railway Company shall be authorized to construct or enlarge, purchase or take on lease, or otherwise appropriate any Dock, Pier, Harbour or Ferry, or to acquire and use any Steam-vessels for the conveyance of goods and passengers, or to apply any portion of their capital or revenue to other objects, distinct from the Undertaking of a Railway Company, unless the Committee on the Bill report that such a restriction ought not to be enforced, with the reasons and facts upon which their opinion is founded.

134.

Matters to be
specially re-
ported.

In the case of a Railway Bill, the Committee shall report specially:—

Capital.

1. The proposed Capital of the Company formed for the execution of the project, and the amount of any Loans which they may be empowered to raise by the Bill.

2. The

2. The amount of Shares subscribed for, and the Deposits paid thereon. Shares, &c.
3. The Names and Places of Residence of the Directors or Provisional Committee, with the amount of Shares taken by each. Names, &c., of Directors.
4. The number of Shareholders who may be considered as having a local interest in the line, and the amount of Capital subscribed for by them. Local Shareholders.
5. The number of other Parties, and the Capital taken by them. Other parties, &c.
6. The number of Shareholders subscribing for 2,000*l.* and upwards, with their Names and Residences, and the amount for which they have subscribed. Subscribers for 2,000*l.* and upwards.
7. Whether any Report from the Board of Trade in regard to the Bill, or the objects thereby proposed to be authorized, has been referred by the House to the Committee, and if so, whether any and what recommendations contained in such Report have been adopted by the Committee, and whether any and what recommendations contained in such Report have been rejected. Whether Report from Railway Commissioners has been referred to Committee, &c.
8. What planes on the Railway are proposed to be worked by assistant engines, either stationary or locomotive, with the respective lengths and inclinations of such planes. Assistant Engines.
9. Any peculiar engineering difficulties in the proposed line, and the manner in which it is intended they should be overcome. Engineering difficulties.
10. The length, breadth, and height, and means of ventilation of any proposed tunnels, and whether the strata through which they are to pass are favourable or otherwise. Ventilation of Tunnels.
11. Whether in the lines proposed, the gradients and curves are generally favourable or otherwise, and the steepest gradient, exclusive of the inclined planes above referred to, and the smallest radius of a curve. Gradients and Curves.
12. The length and termini of the main line of the proposed Railway, and of its branches respectively, and on what gauge it is proposed to be constructed. Length of Line, &c.
13. Whether it be intended that the Railway should pass on a level any Turnpike Road or Highway, and if so, to call the particular attention of The House to that circumstance. Passing Highways on a level.
14. The amount of the Estimates of the cost or other expenses to be incurred up to the time of the completion of the Railway, and whether they appear to be supported by evidence, and to be fully adequate for the purpose. Estimates.
15. The number of assents, dissents and neuters upon the line, and the length and amount of Property belonging to each class traversed by the said Railway, distinguishing Owners from Occupiers; and in the case of any Bill to vary the original Line, the above particulars with reference to such Parties only as may be affected by the proposed deviation. Assents, dissents and neuters.
16. The Name of each Engineer examined in support of the Bill, and of any examined in opposition to it. Engineers examined.

Petitions in
opposition.

17. The main allegations of every Petition which may have been referred to the Committee in opposition to the Preamble of the Bill, or to any of its Clauses; and whether the allegations have been considered by the Committee, and if not considered, the cause of their not having been so.

Fitness in an
engineering
point of view,
and any other
circum-
stances.

And the Committee shall also report generally as to the fitness, in an engineering point of view, of the projected line of Railway, and any circumstances which, in the opinion of the Committee, it is desirable The House should be informed of.

135.

Instruction to
Committees
on Railway
Bills.

It shall be an Instruction to the Committee on every Railway Bill providing for the construction of any new Railway, or for the extension of time for the completion of any Railway, in case they shall find the Preamble thereof to be proved, to insert in the Bill one or other of the provisions following, that is to say:—

Clause to be
inserted
suspending
Payment of
Dividend
until Line be
opened.

In every Railway Bill promoted by an existing Railway Company, being possessed of a Railway already opened for public traffic, whereby the construction of any new line of Railway is authorized, or the time for completing any line already authorized is extended, a Clause providing that after the expiration of a period to be limited by such Bill, not exceeding Five Years from the passing of the Act, in the case of a new line, and Three Years in case of the extension of time for completing any line, the payment of any dividend on the ordinary and unguaranteed capital of such Company shall be suspended until such line shall have been completed and opened for public traffic.

Clause
respecting
Bond to be
entered
into for
completion
of Line.

In every Railway Bill promoted by an existing Railway Company, not being possessed of a Railway already opened for public traffic, or by persons not already incorporated, whereby the construction of any new line of Railway is authorized, a Clause to the following effect, viz.:—

Whereas, pursuant to the Standing Orders of both Houses of Parliament, and to an Act of the ninth and tenth years of Her present Majesty, c. 20, a sum of £.

being one-tenth part of the amount required to be subscribed in respect of the Railway authorized by this Act, has been deposited with the Court of Chancery in England [or with the Court of Exchequer in Scotland, or the Court of Chancery in Ireland, as the case may be], [or Exchequer Bills, Stocks or Funds to the amount of £.

, have been deposited or transferred pursuant to the said Act, as the case may be], in respect of the application to Parliament for this Act; Be it enacted, That, notwithstanding anything contained in the said recited Act, the said sum of £.

[or the said Exchequer Bills or other Funds, as the case may be] so deposited [or transferred] as afore-said, in respect of the application for this Act, or the interest or dividends of such sum of money [Exchequer Bills, Stocks or Funds], shall not, except upon the execution and deposit of such bond as hereinafter mentioned, be paid or transferred to or on the application of the person or persons, or the majority of the persons named in the warrant or order issued in pursuance of the said

said Act, or the survivors or survivor of them, unless the said Company shall, previously to the expiration of the period limited by this Act for completion of the Railway hereby authorized to be made, either open the said Railway for the public conveyance of passengers, or prove to the satisfaction of the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations that the said Company have paid up one-half of the amount of the capital by this Act authorized to be raised by means of shares, and have expended for the purposes of this Act a sum equal in amount to such one-half of the said capital; and if the said period shall expire before the said Company shall either have opened the said Railway for the public conveyance of passengers, or have given such proof as aforesaid to the satisfaction of the Lords of the said Committee, the said sum of money [Exchequer Bills, Stocks or Funds], deposited [or transferred] as aforesaid, and the interest and dividends thereof, shall immediately, from and after the expiration of the said period, be forfeited to Her Majesty, and be paid and transferred by the officer or person in whose name they shall then be deposited or invested, to the account of Her Majesty's Exchequer, and when so paid and transferred, shall be carried to and form part of the Consolidated Fund of the United Kingdom of Great Britain and Ireland: Provided, That at any time after the passing of this Act, if a bond in twice the amount of the said sum of £. shall have been executed by the said Company, with one or more sureties (such bond to be prepared to the satisfaction of, and such surety or sureties to be approved by, the Solicitor to the Lords Commissioners of Her Majesty's Treasury), conditioned for payment to Her Majesty, Her heirs or successors, of the said sum of £. , if the said Company shall not, within the time limited for the completion of the said Railway, either open the said Railway for the public conveyance of passengers, or prove to the satisfaction of the Lords of the said Committee that the said Company have paid up one-half of the amount of the said capital by this Act authorized to be raised by means of shares, and have expended for the purposes of this Act a sum equal in amount to such one-half of the said capital; and if such bond shall have been deposited with the said Solicitor to the said Lords Commissioners, then such sum of money [Exchequer Bills, Stocks or Funds], and the interest or dividends thereof, shall be paid [or transferred] to or on the application of the person or persons, or the majority of the persons, named in such warrant or order as aforesaid, or the survivors or survivor of them, and it shall not be necessary to produce any certificate of this Act having passed, anything in the said recited Act to the contrary notwithstanding; and the moneys to be recovered upon such bond shall be dealt with in like manner as the said sum of money [Exchequer Bills, Stocks or Funds], and the interest or dividends thereof, would have been dealt with under this Act if such bond had not been executed and deposited as aforesaid. And the certificate of the said solicitor to the said Lords Commissioners that such bond has been executed and deposited as aforesaid, and the certificate of the Lords of the said Committee that such proof has been given to their satisfaction as aforesaid, shall respectively be sufficient evidence of the facts so certified.

In any Railway Bill to which the preceding provisions are not applicable, the Committee shall make such other provision as they shall deem necessary for ensuring the completion of the line of Railway.

136.

Committee to
fix the Tolls
and Charges.

The Committee on every Railway Bill shall fix the Tolls, and shall determine the maximum rates of Charge for the conveyance of Passengers, with a due amount of Luggage and of Goods on such Railway, and such rates of Charge shall include the Tolls and the costs of locomotive power, and every other expense connected with the conveyance of Passengers, with a due amount of Luggage and of Goods upon such Railway; but if the Committee shall not deem it expedient to determine such maximum rates of Charge, a Special Report, explanatory of the grounds of their omitting so to do, shall be made to The House, which Special Report shall accompany the Report of the Bill.

137.

In Bills
granting pre-
ference in
payment of
interest, &c.,
provision to
be made that
the same shall
not prejudice
former grants
of preference,
unless Com-
mittee report
otherwise.

In every Railway Bill by which it is proposed to authorize the Company to grant any preference or priority in the payment of Interest or Dividends on any Shares or Stock, there shall be inserted a Clause providing that the granting of such preference or priority shall not prejudice or affect any preference or priority in the payment of Interest or Dividends on any other Shares or Stock which shall have been granted by the Company in pursuance of or which may have been confirmed by any previous Act of Parliament, or which may otherwise be lawfully subsisting, unless the Committee on the Bill shall report that such Provision ought not to be required, with the Reasons on which their opinion is founded.

138.

Company not
to alter any
preference
previously
granted.

No Railway Company shall be authorized to alter the terms of any preference or priority of Interest or Dividend which shall have been granted by such Company in pursuance of or which may have been confirmed by any previous Act of Parliament, or which may otherwise be lawfully subsisting, unless the Committee on the Bill report that such Alteration ought to be allowed, with the Reasons on which their opinion is founded, together with the number of Preference Shareholders who have assented to or dissented from such alteration.

139.

No powers of
purchase in
Bills for con-
struction of a
Railway.

No powers of Purchase, Sale, Lease or Amalgamation, shall be contained in any Bill for the construction of a Railway.

140.

No powers
of purchase,
&c. to be
given, except
after proof of
certain
matters before
Board of
Trade, &c.

No powers of purchase, sale, lease or amalgamation shall be given to any Railway Company, with reference to any other undertaking already authorized by any Act or Acts, nor to any other incorporated Company, with reference to any Railway, unless, previously to the application to Parliament for such purpose, the several Companies who may be parties to such purchase,

purchase, sale, lease or amalgamation shall have proved, to the satisfaction of the Board of Trade, that they have respectively paid up One-half of the capital authorized to be raised by any previous Act or Acts by means of Shares, and have expended for the purposes of such Act or Acts a sum equal thereto; and in case such powers shall be applied for in respect of Works intended to be authorized by any Bill or Bills of the same Session, it shall be proved to the satisfaction of the Board of Trade that such Companies have respectively paid up one-half the amount of their capital, and that the Company proposed to be empowered to construct such Works have included in such amount the capital proposed to be authorized by such Bill or Bills; and that no such powers shall be given in respect of Works intended to be authorized by any Act or Acts for which it is intended to apply in any subsequent Session.

Proceedings
of
Committees
on Bills.

141.

No Railway Company shall be authorized, except for the execution of its original Line or Lines sanctioned by Act of Parliament, to guarantee interest on any shares which it may issue for creating additional Capital, or to guarantee any rent or dividend to any other Railway Company, until such first-mentioned Company shall have completed and opened for traffic such original Lines.

Railway
Company not
to guarantee
interest or
dividend be-
fore comple-
tion of Line.

142.

In Bills for the Amalgamation of Railway Companies, the amount of Capital created by such Amalgamation shall in no case exceed the sum of the Capitals of the Companies so amalgamated.

Limitation of
Capital on
amalgamation
of Companies.

143.

In Bills for empowering any Railway Company to purchase any other Railway, no addition shall be authorized to be made to the Capital of the purchasing Company, beyond the amount of the Capital of the Railway purchased; and in case such Railway shall be purchased at a premium, no addition on account of such premium shall be made to the Capital of the purchasing Company.

Additional
Capital of
purchasing
Company not
to amount to
more than
Capital of
Company
purchased.

144.

A Clause shall be inserted in every Railway Bill, prohibiting the payment of any Interest or Dividend in respect of Calls under such Bill (except the Interest by way of Discount on Subscriptions prepaid, agreeably to 8 Vict. c. 16, s. 24), out of any Capital which they have been authorized to raise either by means of Calls, or of any power of borrowing.

Clause that
no Interest
or Dividend
be paid on
Calls.

145.

A Clause shall be inserted in every Railway Bill, prohibiting any Railway Company from paying, out of the Capital which they have been authorized to raise for the purposes of any existing Act, the Deposits required by the Standing Orders to be made for the purposes of any application to Parliament for a Bill for the construction of another Railway.

Clause as to
Deposits not
to be paid out
of Capital.

Proceedings
of
Committees
on Bills.

146.

Clause as to
Railway not
to be exempt
from any
General Act.

The following Clause shall be inserted in all Railway Bills passing through this House :

And be it further Enacted, That nothing herein contained shall be deemed or construed to exempt the Railway by this or the said recited Acts authorized to be made from the provisions of any General Act relating to Railways now in force, or which may hereafter pass during this or any future Session of Parliament, or from any future revision and alteration, under the authority of Parliament, of the maximum rates of fares and charges authorized by this Act [or by the said recited Acts].

Letters Patent.

147.

Copy of
Letters Pa-
tent to be
annexed to
the Bill.

When any Bill shall be brought into The House for confirming of Letters Patent, there shall be a true Copy of such Letters Patent annexed to the Bill.

Inclosure and Drainage Bills.

148.

Notices and
Allegations.
Gen. Inc. Act.

In the case of any Bill for inclosing Lands, the Committee may admit proof of the Notices required by the Standing Orders, and of the Allegations in the Preamble of such Bill, by Affidavit taken and authenticated, according to the form prescribed in the Schedule to the General Inclosure Act (41 GEO. III. c. 109,) unless such Committee shall otherwise order.

149.

Consent Bill
and State-
ment of Pro-
perty to be
delivered in.

The Committee on every Bill for inclosing Lands shall in the first place require the Agent for the same to deliver in to the Committee a printed copy of the Bill, signed by the Lord of the Manor (in cases where the Lord of the Manor has any interest as such in the lands to be inclosed), and by such Owners of Property within the Parish to which the Bill relates as shall have assented thereto ; but the Parties, if they shall think fit, shall be permitted to deliver in different copies of the Bill, separately signed by the several Parties hereinbefore mentioned, instead of one copy, signed by all of them collectively ; together with a List of all the Owners of Property within such Parish, showing the value according to the Poor Rate or Land Tax Assessment of each Owner's Property therein, and distinguishing which of them have assented, dissented, or are neuter in respect thereto.

150.

Consent Bill
and State-
ment of Pro-
perty to be
delivered in.

The Committee on every Bill for draining Lands shall in the first place require the Agent for the same to deliver in to the Committee a printed copy of the Bill, signed by such Owners and Occupiers of Property within the Parish to which the Bill relates as shall have assented thereto ; but the Parties,
if

if they shall think fit, shall be permitted to deliver in different copies of the Bill, separately signed by the several Parties hereinbefore mentioned, instead of one copy, signed by all of them collectively; together with a List of all the Owners of Property within such Parish, showing the value according to the Poor Rate or Land Tax Assessment of each Owner's Property therein, and distinguishing which of them have assented, dissented, or are neuter in respect thereto.

151.

In every Bill for inclosing Lands, provision shall be made for leaving an open space in the most appropriate situation, sufficient for purposes of exercise and recreation of the neighbouring population; and the Committee on the Bill shall have before them the number of acres proposed to be inclosed, as also of the population in the parishes or places in which the land to be inclosed is situate; and also shall see that provision is made for the efficient fencing of the allotment, for the investment of the same in the Churchwardens and Overseers of the parish in which such open space is reserved, and for the efficient making and permanent maintenance of the fences by such parish; and in any case where the information hereby required is not given, and the required provisions are not made in the Bill, the Committee on the same shall report specially to The House the reasons for not complying with such Order.

Clause for
leaving open
Space for
exercise and
recreation.

152.

In every Bill for inclosing Lands, the Names of the Commissioners proposed to be appointed, and the Compensation intended for the Lord of the Manor, and the Owners of Tithes, in lieu of their respective Rights, and also the Compensation intended to be made for the enfranchisement of Copyholds, where any Bargains or Agreements have been made for such Compensations, shall be inserted in the copy of the Bill presented to The House: And all copies of such Bills which shall be sent to any of the Persons interested in the said Manor, Tithes, Lands or Commons, for their Consent, shall contain the Names of such proposed Commissioners, and also the Compensations so bargained or agreed for.

Consent Bill
to contain
Names of
Commission-
ers, and Com-
pensations for
Manorial
Rights, Tithes
and Enfran-
chisements.

153.

No Person shall be named in any Bill for inclosing Lands as a Commissioner, Umpire, Surveyor or Valuer, who shall be interested in the Inclosure to be made by virtue of such Bill; or the Agent ordinarily intrusted with the care, superintendence, or management of the Estate of any Person so interested.

Disqualifica-
tion of certain
Persons as
Commis-
sioners, Sur-
veyors, &c.

154.

In every Bill for inclosing, draining or improving Lands there shall be inserted a Clause, providing what sum of Money in the whole, or by the day, shall be paid to each of the Commissioners to be appointed by such Bill, in satisfaction of the expense and trouble which he shall incur in the execution of the powers thereby given; and also a Clause, providing that the Account of such Commissioner or Commissioners, containing a true statement of all

Clause for
settling Pay
of Commis-
sioners, and
passing their
Accounts.

Sums by him or them received and expended or due to him or them for their own trouble or expenses, shall, at least once in every year, from the date of the passing of the Act till such Accounts shall be finally allowed, together with the Vouchers relating to the same, be examined by some Person or Persons to be appointed by the Bill, and the Balance by him or them stated in the Book of Accounts required to be kept in the Office of the Clerk of such Commissioners; and that no charge or item in such Accounts shall be binding on the Parties concerned, or be valid in law, unless the same shall be duly allowed by such Person or Persons.

Turnpike Roads (Ireland).

155.

Clause for
Qualification
of Commis-
sioners.

In every Bill for making a Turnpike Road in Ireland, or for the continuing or amending any Act passed for that purpose, or for the increase or alteration of the existing Tolls, Rates or Duties upon any such Road, or for widening or diverting any such Road, a Clause shall be inserted, to prevent any Person who shall be nominated a Commissioner from acting or voting in the business of the said Turnpike, unless he shall be possessed of an Estate in Land, or of a Personal Estate, to such certain value as shall be specified in such Bills; and such Qualification shall be extended to the Heirs apparent of Persons possessed of an Estate in Land to a certain value to be specified.

156.

Clause for
defining
limits
of Burial
Ground,
Cemetery,
or Gas Works.

That in every Bill for making a Burial Ground or Cemetery, or the erection of Works for the manufacture of Gas, there shall be a Clause defining the limits within which such Burial Ground, Cemetery or Gas Works shall be erected or made.

PROCEEDINGS OF SELECT COMMITTEE ON DIVORCE BILLS.

157.

The Select Committee on Divorce Bills shall require evidence to be given before them that an action for damages has been brought in one of Her Majesty's Courts of Record at Westminster, or in one of Her Majesty's Courts of Record in Dublin, or in one of Her Majesty's Supreme Courts of Judicature of the Presidencies of Calcutta, Madras, Bombay or the Island of Ceylon, respectively, against the persons supposed to have been guilty of Adultery, and judgment for the plaintiff had thereupon; or sufficient cause to be shown to the satisfaction of the said Committee why such action was not brought, or such judgment was not obtained.

What
Evidence to
be given in
Divorce
Cases.

158.

The Select Committee on Divorce Bills shall, in all cases in which the Petitioner for the Bill has attended the House of Lords upon the Second Reading of the Bill, require him to attend before them to answer any questions they may think fit that he should answer.

When Peti-
tioner for Bill
to attend
Committee.

159.

The Select Committee on Divorce Bills shall report every such Bill to The House, whether such Committee shall or shall not have agreed to the Preamble, or gone through the several Clauses, or any of them.

Committee to
report Bill in
all cases.

V.
THE ORDERS
REGULATING THE PRACTICE OF THE
HOUSE WITH REGARD TO
PRIVATE BILLS.

V.

THE ORDERS REGULATING THE PRACTICE OF THE
HOUSE WITH REGARD TO PRIVATE BILLS.

160.

No Private Bill shall be brought into this House, but upon a Petition first presented, which shall have been duly deposited in the Private Bill Office, and indorsed by one of the Examiners, with a printed copy of the proposed Bill annexed: And such Petition shall be signed by the Parties, or some of them, who are Suitors for the Bill.

Petition for
Bill, and how
to be signed.

161.

All Petitions for Private Bills shall be presented to the House not later than Three clear Days after the same shall have been indorsed by the Examiner, or if, when the same is indorsed, the House shall not be sitting, then not later than Three clear Days after the First sitting thereof subsequent to such indorsement; and if the House shall not be sitting on the latest day on which any Petition ought to be presented, then the same shall be presented on the first day on which the House shall again sit.

Petitions,
when to be
presented.

162.

All Private Bills which have been ordered to be brought in shall be presented to the House by depositing the same in the Private Bill Office, and shall be laid, by one of the Clerks of that Office, on the Table of the House for First Reading, together with a list of such Bills.

How Private
Bills to be
presented.

163.

No Private Bill shall be read a First Time unless it be presented not later than Three clear Days after the presentation of the Petition for leave to bring in the same; or where the Petition has been referred to the Select Committee on Standing Orders, then not later than Three clear Days after the House shall have given leave to the Parties to proceed with the Bill.

Bill, when to
be presented.

164.

No Petition for additional Provision in any Private Bill will be received by this House, unless a printed Copy of the proposed Clauses be annexed thereto.

Petition for
additional
Provision.

165.

All Petitions for additional Provision in Private Bills, with the proposed Clauses annexed, and all Estate Bills brought from the House of Lords, and all Bills introduced by leave of The House in lieu of other Bills which shall have been withdrawn, after having been read a First Time, shall be referred to the Examiner of Petitions for Private Bills.

Petitions for
additional Pro-
vision and
Estate Bills from
Lords, &c. to be
referred to
Examiner of
Petitions.

166.

Reports of
Examiner to
be referred to
Committee on
Standing Orders.

All Reports of the Examiner of Petitions for Private Bills, in which he shall report that the Standing Orders have not been complied with, and all Special Reports of the said Examiner, shall be referred to the Select Committee on Standing Orders.

167.

Petitions for
Dispensation, &c.
to be referred to
Committee on
Standing Orders.

All Petitions praying that any of the Sessional or Standing Orders of The House relating to Private Bills may be dispensed with, and all Petitions for the re-insertion of Petitions for Private Bills in the General List of Petitions, and all Petitions opposing the same, shall be presented to this House by depositing the same in the Private Bill Office; and every such Petition, so deposited, shall stand referred to the Select Committee on Standing Orders.

168.

Printed Bill to
be presented.

Every Private Bill, printed on paper, of a size to be determined upon by Mr. Speaker, shall be presented to The House, with a Cover of Parchment attached to it, upon which the Title of the Bill is to be written; and the short Title of the Bill, as first entered on the Votes, shall correspond with that at the head of the Advertisement.

169.

Rates, Tolls
and other
Matters to be
inserted in
Italics.

The proposed amount of all Rates, Tolls, and other matters heretofore left blank in any Private Bill, when presented to The House, shall be inserted in *Italics* in the printed Bill annexed to the Petition.

170.

What Bills to
be printed,
and when.

Every Private Bill (except Name Bills) shall be printed; and printed copies thereof delivered to the door-keepers for the use of the Members before the First Reading.

171.

Time between
First and Se-
cond Reading.

There shall be not less than *Three* clear days, nor more than *Ten*, between the First and Second Reading of any Private Bill, except by Special Order of The House.

172.

Petition re-
lating to Bills
to be pre-
sented to
House by
being de-
posited in the
Private Bill
Office, and
Name of Bill
to be indorsed
on every
Petition.

Every Petition in favour of or against any Private Bill before The House, or otherwise relating thereto (not being a Petition for additional Provision), shall be presented to this House, by depositing the same in the Private Bill Office, and there shall be indorsed thereon the name or short Title by which such Bill is entered in the Votes, and a Statement that such Petition is in favour of or against the Bill, or otherwise, as the case may be, together with the name of the Member, Party or Agent depositing the same.

Practice
of the
House.

173.

Any Petitioner or Memorialist may withdraw his Petition or Memorial, on a requisition to that effect being deposited in the Private Bill Office, signed by him or by the Agent who deposited such Petition or Memorial; and where any such Petition or Memorial is signed by more than one person, any person signing such Petition or Memorial may withdraw his opposition by a similar requisition, signed and deposited as aforesaid.

Petitioner or
Memorialist
may with-
draw Peti-
tion or Me-
morial.

174.

In cases where the Second or Third Reading of a Private Bill, or the consideration of a Bill as amended by the Committee, or any proposed Clause or Amendment, is opposed, the same shall be postponed until the day on which the House shall next sit.

When Second
or Third
Reading op-
posed to be
postponed.

175.

Every Private Bill, after having been read a Second time and committed, shall stand referred, if not a Railway, Canal or Divorce Bill, to the Committee of Selection; if a Railway or Canal Bill, to the General Committee on Railway and Canal Bills; and if a Divorce Bill, to the Select Committee on Divorce Bills.

Bills to stand
referred to
Committee
of Selection
and other
Committees.

176.

When The House shall have been informed by the Chairman of Ways and Means, that in his opinion any unopposed Private Bill should be treated as an opposed Bill, such Bill shall be again referred to the Committee of Selection; or in the case of a Railway or Canal Bill, to the General Committee on Railway and Canal Bills.

When un-
opposed Bill
is to be
treated as
opposed, to be
again referred
to Committee
of Selection
or General
Committee.

177.

Every Petition against a Private Bill which shall have been deposited in the Private Bill Office either previous to, or not later than Seven clear days after, the Second Reading of such Bill, or which shall have been otherwise deposited under the provisions of Standing Order 109, shall stand referred to the Committee on such Bill; and, subject to the Rules and Orders of this House, such Petitioners as shall have prayed to be heard, by themselves, their Counsel or Agents, shall be heard upon their Petition accordingly, if they think fit, and Counsel heard, in favour of the Bill, against such Petition.

Petition
against Bill,
if duly depo-
sited in Pri-
vate Bill
Office, to
stand referred
to Committee
on Bill, &c.

178.

There shall be *Fourteen* clear *Days* between the Second Reading of every Private Bill and the sitting of the Committee thereupon, except in the case of Divorce Bills, in respect of which there shall be Eight clear days, and of Name Bills and Estate Bills, (not being Bills relating to Crown, Church or Corporation property, or property held in trust for Public or Charitable purposes), in respect of which there shall be Three clear days between the Second Reading and the Committee.

Time between
Second Read-
ing and Com-
mittee.

179.

Report of
Railway De-
partment to
stand referred
to Committee
on Bill.

In the case of Railway Bills, if any Report made under the authority of the Board of Trade upon any Bill, or the objects thereof, be laid before the House, such Report shall stand referred to the Committee on the Bill.

180.

Report of
Bills.

The Report upon every Private Bill shall lie upon the Table; and the Bill, if amended in Committee, or a Railway Bill, when reported, shall be ordered to lie upon the Table; and every other Bill, when reported, shall be ordered to be read a Third time.

181.

Bill to be
printed after
Report.

Every Private Bill, as amended in Committee, shall be printed at the expense of the Parties applying for the same, and delivered to the Door-keepers for the use of the Members, *Three* clear days at least before the consideration of such Bill.

182.

Time be-
tween Report
and Consider-
ation of Bill,
&c.

In the case of Private Bills ordered to lie upon the Table, Three clear days shall intervene between the Report and the consideration of the Bill, and no consideration of any such Bill shall take place, unless the Chairman of the Committee of Ways and Means shall have informed The House, or signified in writing to Mr. Speaker, whether the Bill contain the several provisions required by the Standing Orders.

183.

No Clause or
Amendment
on considera-
tion of Bill,
or on Third
Reading, to
be offered,
unless Chair-
man of Ways
and Means
shall have
informed The
House, &c.

No Clause or Amendment shall be offered in The House on the consideration of any Private Bill ordered to lie upon the Table, nor any verbal Amendment on the Third Reading of any Private Bill, unless the Chairman of the Committee of Ways and Means shall have informed The House, or signified in writing to Mr. Speaker, whether, in his opinion, such Clause or Amendment be such as ought or ought not to be entertained by The House, without referring the same to the Select Committee on Standing Orders.

184.

Clauses and
Amendments
offered on
consideration
of Bill
or verbal
Amendments
on Third
Reading, to
be printed.

When any Clause or Amendment is offered on the consideration of any Private Bill ordered to lie upon the Table, or any verbal Amendment on the Third Reading of any Private Bill, such Clause or Amendment shall be printed at the expense of the parties: And when any Clause is proposed to be amended, it shall be printed *in extenso*, with every addition or substitution in different type, and the omissions therefrom included in brackets and underlined.

185.

When re-
ferred, no fur-
ther proceed-
ing to be
had until Re-
port of Select
Committee
on Standing
Orders.

When any Clause or Amendment on the consideration of any Private Bill ordered to lie upon the Table, or any verbal Amendment on the Third Reading of any Private Bill, shall have been referred to the Select Committee on Standing Orders, no further proceeding shall be had until the Report of the said Select Committee shall have been brought up.

186.

No Amendments, not being merely verbal, shall be made to any Private Bill on the Third Reading.

Practice
of the
House.

No Amend-
ments, except
verbal, on
Third Read-
ing.

187.

All Amendments made by the House of Lords to any Private Bill shall be printed at the expense of the parties, and circulated with the Votes, prior to such Amendments being taken into consideration; and where any Clause has been amended, it shall be printed *in extenso*, with every addition or substitution in different type, and the omissions therefrom included in brackets and underlined; and when any Amendments are intended to be proposed to the Lords' Amendments, such proposed Amendments shall also be printed in like manner.

Lords'
Amendments
to be printed
and circulated
with the Votes
prior to con-
sideration, &c.

188.

Every Private Bill, after it has been read a Third time, shall be printed fair, at the expense of the Parties applying for the same.

Bill to be
printed fair
after Third
Reading.

189.

In all cases where it is intended to appoint a Committee to inspect the Journals of the House of Lords with relation to any proceedings upon any Private Bill, previous notice thereof in writing shall be given by the Agent to the Clerks in the Committee Office.

Notice of
Committee to
inspect Lords'
Journals to
be given to
Committee
Clerks.

190.

No Private Bill shall pass through two stages on one and the same day without the special leave of The House.

Bill not to
proceed two
stages on
same day.

191.

Except in cases of urgent and pressing necessity, no Motion shall be made to dispense with any Sessional or Standing Order of The House without due notice thereof.

Notice to be
dispensation.

192.

Each day, so soon as The House shall be ready to proceed to Private Business, the Clerk at the Table shall read from the Private Business List, and from the List of Bills presented for First Reading (*see* Order 162), the Titles of the several Bills set down therein, according to their precedence, as arranged under the following heads:—

Order of Pro-
ceedings in
House on
Private Busi-
ness.

1. Consideration of Lords' Amendments;
2. Third Reading;
3. Consideration of Bills ordered to lie upon the Table;
4. Second Reading;
5. First Reading;

and if upon the reading of each such Title, as aforesaid, no Motion shall be made with respect to such Private Bill, the further proceedings thereon shall be adjourned until the next sitting of The House.

VI.
THE ORDERS
REGULATING THE PRACTICE IN THE
PRIVATE BILL OFFICE.

VI.

THE ORDERS REGULATING THE PRACTICE IN THE
PRIVATE BILL OFFICE.

193.

A Book, to be called "THE PRIVATE BILL REGISTER," shall be kept in a Room, to be called "THE PRIVATE BILL OFFICE," in which Book shall be entered by the Clerks appointed for the business of that Office, the Name, Description and Place of Residence of the Parliamentary Agent in Town, and of the Agent in the Country (if any) soliciting the Bill; and all the Proceedings, from the Petition to the passing of the Bill:—Such Entry to specify, briefly, each day's Proceeding before the Examiners of Petitions respectively, or in The House, or in any Committee to which the Bill may be referred; the day and hour on which the Examiner or the Committee is appointed to sit; the day and hour to which the Proceedings before such Examiners or Committee may be adjourned, and the name of the Clerk attending the same. Such Book to be open to public inspection daily, in the said Office; between the hours of Ten and Six.

Private Bill
Office and
Register.

194.

The receipt of all Documents required, by the Standing Orders of The House, to be deposited in the Private Bill Office, shall be acknowledged by one of the Clerks of the said Office, upon the said Documents, and upon the Petition for the Bill, when deposited.

Receipt of
Documents
to be acknow-
ledged.

195.

A List of all Petitions for Private Bills shall be kept in the Private Bill Office in the order of their deposit, according to such regulations as shall have been made by Mr. Speaker, which shall be called the "General List of Petitions," and each Petition therein shall be numbered.

List of Peti-
tions to be
kept.

196.

All Memorials complaining of non-compliance with the Standing Orders, in reference to Petitions for Bills deposited in the Private Bill Office on or before the 31st December, shall be deposited as follows :

Memorials
when to be
deposited.

Practice
in the
Private Bill
Office.

If the same relate to Petitions for Bills numbered in the General List of Petitions ;

From

1 to 100	} They shall be deposited on {	January 17th.
101 to 200		„ 24th.
201 and upwards		„ 31st.

And in the case of any Petitions for Bills which may be deposited by leave of The House after the 31st December, such Memorials shall be deposited Three clear Days before the day first appointed for the examination of the Petition.

197.

Deposit of
Memorials
and Copies
thereof in
Private Bill
Office.

All Memorials shall be deposited in the Private Bill Office before Six of the clock in the evening of any day on which The House shall sit, and before Two of the clock on any day on which The House shall not sit ; and Two copies of every such Memorial shall be deposited for the use of the Examiners before Twelve of the clock on the following day.

198.

Time for
depositing
Memorials
in certain
cases, &c.

Every Memorial complaining of non-compliance with the Standing Orders of The House in reference to Petitions for additional provision in Private Bills, to Estate Bills brought from the House of Lords, and to Bills introduced by leave of this House in lieu of other Bills which shall have been withdrawn, and referred to the Examiners of Petitions for Private Bills, shall be deposited in the Private Bill Office, together with Two Copies thereof, before Twelve o'clock on the day preceding that appointed for the examination of any such Petition or Bill by the Examiner ; and the Examiner shall be at liberty to entertain such Memorial, although the party (if any) who may be specially affected by the non-compliance with the Standing Orders shall not have signed the same.

199.

Notice to be
given of Exa-
mination of
Petitions, &c.

One of the Examiners shall give at least *Seven* clear days' notice in the Private Bill Office of the day appointed for the examination of each Petition for a Bill, and at least Two clear days' notice in all cases of Petitions for additional Provision in Private Bills, of Estate Bills brought from the House of Lords, and of Bills introduced by leave of this House in lieu of other Bills which shall have been withdrawn, and referred to the Examiners.

200.

Examination
Book.

After each Private Bill has been read the First time, its Name (or short Title) shall be copied by the Clerks of the Private Bill Office, from the Clerk's Minute Book of the day, into a separate Book, to be called "THE EXAMINATION BOOK;"—wherein shall be noted the number of such Bill, according to the priority of its being read, and the date of the day of such First Reading.

201. Every

201.

Every Private Bill, after it has been read the First time and the Title copied and examined for the Votes, shall be in the custody of the Clerks of the Private Bill Office, until laid upon the Table for the Second Reading; and when committed, shall be taken by the proper Committee Clerk into his charge, till reported.

Custody of
Bills.

202.

Between the First and Second Reading of every Private Bill, the Bill shall, according to its priority, be examined, with all practicable despatch, by the Clerks of the Private Bill Office, as to its conformity with the Rules and Standing Orders of The House; and if *not* in due form, the Examining Clerk shall specify thereon the page in which any irregularity occurs, and shall enter the day of such Examination, together with his own Name, in the Examination Book.

Examination
of Bills.

203.

Three clear days' Notice in writing shall be given by the Agent for the Bill, to the Clerks in the Private Bill Office, of the day proposed for the Second Reading of every Private Bill; and no such Notice shall be given until the day after that on which the Bill has been read a first time.

Notice of Se-
cond Reading.

204.

Except in the case of Name Bills, and Estate Bills as described in Order 178, and except in the case of Bills referred back to the Committee of Selection as unopposed, *Seven* clear days' notice shall be given by the Clerk to the Committee of Selection, to the Clerks in the Private Bill Office, of the day and hour appointed for the meeting of the Committee on every Private Bill that shall have been referred either to the said Committee or the General Committee on Railway and Canal Bills:—and in the case of such Name Bills and Estate Bills, there shall be One clear day's notice given of Committee by the Clerk to the Committee of Selection:—and in the case of Bills not referred to the Committee of Selection, or the General Committee on Railway and Canal Bills, *Seven* clear days' notice, and, in the case of a re-committed Bill, *Three* clear days' notice, shall be given by the Agents for the Bill to the Clerks in the Private Bill Office of the day and hour appointed for the meeting of the Committee, and all the proceedings of any Committee of which such notice shall not have been given, shall be void.

Notice of .
Committees.

205.

A filled-up Bill, signed by the Agent for the Bill, as proposed to be submitted to the Committee on the Bill, and in the case of a re-committed Bill, a filled-up Bill, as proposed to be submitted to the Committee on re-committal, shall be deposited in the Private Bill Office one clear day before the meeting of the Committee on every Private Bill; and all Parties shall be entitled to a Copy thereof, upon payment of the Charges for making out Amendments of such Bill.

Filled-up Bill
to be deposited
in Private Bill
Office.

Practice
in the
Private Bill
Office.

Notice of
Postpone-
ment.

206.

Notice in writing shall be given by the Clerk to the Committee of Selection, to the Clerks in the Private Bill Office, of the postponement of the first meeting of any Committee on a Private Bill which shall have been referred either to the said Committee, or the General Committee on Railway and Canal Bills, on the day on which such postponement is made; and in the case of Bills not referred to the Committee of Selection, or the General Committee on Railway and Canal Bills, *One* clear day's notice shall be given by the Agents for the Bill, and, in the case of Divorce Bills, either by the Agents or by the Clerk to the Select Committee on Divorce Bills, to the Clerks in the Private Bill Office of such postponement.

207.

Notice of Ad-
journment.

Notice, in writing, shall be given by the Committee Clerk to the Clerks in the Private Bill Office, of the day and hour to which each Committee is adjourned.

208.

Notice of
consideration
of Bill.

One clear day's Notice, in writing, shall be given by the Agent for the Bill, to the Clerks in the Private Bill Office, of the day proposed for the consideration of every Private Bill ordered to lie upon the Table.

209.

Bill as
amended in
Committee to
be delivered
in.

The Committee Clerk, after the Report is made out, shall deliver in to the Private Bill Office a printed Copy of the Bill, with the written Amendments made in the Committee; in which Bill, all the Clauses added by the Committee shall be regularly marked in those parts of the Bill wherein they are to be inserted.

210.

Bill printed
as amended,
to be exam-
ined.

Every Private Bill printed as amended in Committee (*see* Order 181), shall be examined by the Clerks in the Private Bill Office, with the Bill delivered in by the Committee Clerk, and the Examining Clerks shall indorse thereon a certificate of such examination.

211.

Notice to be
given of
Clauses, &c.
on consi-
deration of
Bill, or
verbal
Amendments
on Third
Reading.

When it is intended to bring up any Clause or to propose any Amendment on the consideration of any Private Bill ordered to lie upon the Table, or any verbal Amendment on the Third Reading of any Private Bill, Notice shall be given thereof, in the Private Bill Office, *One* clear day previous to such consideration or Third Reading.

212.

Notice of
Third
Reading.

One clear day's Notice, in writing, shall be given by the Agent for the Bill, to the Clerks in the Private Bill Office, of the day proposed for the *Third Reading* of every Private Bill; and no such Notice shall be given until the day after that on which the Bill shall have been ordered to be read a Third time.

213.

The Amendments (if any) which are made on the consideration of any Private Bill ordered to lie upon the Table, and on the Third Reading of any Private Bill, and also such Amendments made by the House of Lords as shall have been agreed to by this House, shall be entered by one of the Clerks in the Private Bill Office upon the printed Copy of the Bill as amended in Committee; which Clerk shall sign the said Copy so amended, in order to its being deposited and preserved in the said Office.

Amendments
on considera-
tion of Bill
and Third
Reading.

214.

Every Private Bill, after it has been printed fair (*see* 188), shall, before the same is sent to the Lords, be examined by the Clerks in the Private Bill Office with the Bill, as read a third time; and the Examining Clerks shall indorse thereon a certificate of such examination.

Private Bills
sent to The
Lords to be
indorsed with
Certificate of
Examination.

215.

When Amendments made by the House of Lords to any Private Bill are to be taken into consideration, One clear day's Notice shall be given thereof in the Private Bill Office, and if any Amendments be intended to be proposed thereto, a copy of such Amendments shall also be deposited, and Notice given thereof, One clear day previous to the same being proposed to be taken into consideration; and no such Notice shall be given until the day after that on which such Bill shall have been returned from the House of Lords.

Notice of
consideration
of Lords'
Amendments.

216.

All Notices required to be given or deposits to be made in the Private Bill Office shall be delivered in the said Office before *Six* of the clock in the *Evening* of any day on which The House shall sit, and before *Two* of the clock on any day on which The House shall not sit; and after any day on which The House shall have adjourned beyond the following day, no Notice shall be given for the first day on which it shall again sit.

Time for
delivering
Notices.

217.

The Clerks in the Private Bill Office shall prepare, daily, Lists of all Private Bills, and Petitions for Private Bills upon which any Committee or Examiner is appointed to sit; specifying the Hour of meeting, and the Room where the Committee or Examiner shall sit; and the same shall be hung up in the Lobby of The House.

Daily Lists of
Committees
sitting.

218.

Plans to be
verified as
Mr. Speaker
shall direct.

Every Plan, and Book of Reference thereto, which shall be certified by The Speaker of the House of Commons, in pursuance of any Act of Parliament, shall previously be ascertained, and verified in such manner as shall be deemed most advisable by The Speaker, to be exactly conformable in all respects to the Plan and Book of Reference which shall have been signed by the Chairman of the Committee upon the Bill.

Denis Le Marchant

Cl. Dom. Com.

June 21^o die Julii 1856.

APPENDIX (A.)

[FORM referred to in Page 15.]

No. _____

Sir,

WE beg to inform you, that Application is intended to be made to Parliament in the ensuing Session for "An Act" [*here insert the Title of the Act*], and that the Property mentioned in the annexed Schedule, or some Part thereof, in which we understand you are interested as therein stated, will be required for the Purposes of the said Undertaking, according to the Line thereof as at present laid out, or may be required to be taken under the usual Powers of Deviation to the Extent of _____ Yards on either side of the said Line which will be applied for in the said Act, and will be passed through in the Manner mentioned in such Schedule.

We also beg to inform you, that a Plan and Section of the said Undertaking, with a Book of Reference thereto, have been or will be deposited with the [*several Clerks of the Peace, or principal Sheriff Clerks, as the case may be*] of the Counties of [*specify the Counties in which the Property is situate*], on or before the 30th of November, and that Copies of so much of the said Plan and Section as relates to the [*Parish or extra-parochial place, as the case may be*], in which your Property is situate, with a Book of Reference thereto, have been or will be deposited for public Inspection with the [*Clerk of the said Parish, Clerk of the Parish of _____ adjoining to such extra-parochial place, Schoolmaster of the Parish, Session Clerk, Town Clerk of the Royal Burgh, or the Clerk of the Union in which such Parish is included, as the case may be*], on or before the 30th day of November, on which Plans your Property is designated by the Numbers set forth in the annexed Schedule.

As we are required to report to Parliament whether you assent to or dissent from the proposed Undertaking, or whether you are neuter in respect thereto, you will oblige us by writing your Answer of Assent, Dissent or Neutrality in the Form left herewith, and returning the same to us with your Signature on or before the _____ day of _____ next; and if there should be any Error or Misdescription in the annexed Schedule, we shall feel obliged by your informing us thereof, at your earliest convenience, that we may correct the same without delay.

We are, Sir,

Your most obedient servants,

To

Note.—If the Application be forwarded by Post, the words "Parliamentary Notice" are to be printed or written on the cover.

SCHEDULE referred to in the foregoing Notice, describing the Property therein alluded to, and the Manner in which the Line of the proposed Work, as delineated upon the Plan and Section, will affect the same.

Property in the Line of the proposed Work, as at present laid out (including Property any part of which is within Eleven yards, or thereabouts, of the centre line of such proposed Work, as delineated upon the Plan).	Parish, Township, Townland, or Extra-parochial Place.	Number on Plans.	Description.	Owner.	Lessee.	Occupier.	Description of the Section of the Line deposited, showing the greatest Height of Embankment, and Depth of Cutting where the Property is intersected by the centre line of the proposed Work.
Property within the Limits of the Deviation intended to be applied for.	Parish, Township, Townland, or Extra-parochial Place.	Number on Plans.	Description.	Owner.	Lessee.	Occupier.	

Note.—Where the Property is not intersected by the centre Line, the description of the Section is not given in the last column.

APPENDIX (B.)

ANNO PRIMO VICTORIÆ REGINÆ.

CAP. LXXXIII.

AN ACT to compel Clerks of the Peace for Counties and other Persons to take the Custody of such Documents as shall be directed to be deposited with them under the Standing Orders of either House of Parliament.

WHEREAS the Houses of Parliament are in the habit of requiring that, previous to the introduction of any Bill into Parliament for making certain bridges, turnpike-roads, cuts, canals, reservoirs, aqueducts, waterworks, navigations, tunnels, archways, railways, piers, ports, harbours, ferries, docks and other works, to be made under the authority of Parliament, certain maps or plans and sections, and books and writings, or extracts or copies of or from certain maps, plans or sections, books and writings, shall be deposited in the office of the clerk of the peace for every county, riding or division in England or Ireland, or in the office of the sheriff clerk of every county in Scotland, in which such work is proposed to be made, and also with the parish clerk in every parish in England, the schoolmaster of every parish of Scotland, or in Royal Burghs with the town clerk, and the postmaster of the post town in or nearest to every parish in Ireland, in which such work is intended to be made, and with other persons: And whereas it is expedient that such maps, plans, sections, books, writings and copies or extracts of and from the same, should be received by the said clerks of the peace, sheriff clerks, parish clerks, schoolmasters, town clerks, postmasters and other persons, and should remain in their custody for the purposes hereinafter mentioned; BE it therefore Enacted by The QUEEN's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, THAT whenever either of the Houses of Parliament shall by its Standing Orders, already made or hereafter to be made, require that any such maps, plans, sections, books or writings, or extracts or copies of the same, or any of them, shall be deposited as aforesaid, such maps, plans, sections, books, writings, copies and extracts shall be received by and shall remain with the clerks of the peace, sheriff clerks, parish clerks, schoolmasters, town clerks, postmasters and other persons with whom the same shall be directed by such Standing Orders to be deposited, and they are hereby respectively directed to receive and to retain the custody of all such documents and writings so directed to be deposited with them respectively, in the manner and for the purposes and under the rules and regulations concerning the same respectively directed by such Standing Orders, and shall make such memorials and endorsements on and give such acknowledgments and receipts in respect of the same respectively as shall be thereby directed.

II. And be it further Enacted, That all persons interested shall have liberty to, and the said clerks of the peace, sheriff clerks, parish clerks, schoolmasters, town clerks and postmasters, and every of them, are and is hereby required, at all reasonable hours of the day, to permit all persons interested to inspect during a reasonable time and make extracts from or copies of the said maps, plans, sections, books, writings, extracts and copies of or from the same, so deposited with them respectively, on payment by each person to the clerk of the peace, sheriff clerk, clerk of the parish, schoolmaster, town clerk or postmaster having the custody of any such map, plan, section, book, writing, extract or copy, One Shilling for every such inspection, and the further sum of One Shilling for every hour during which such inspection shall continue after the first hour, and after the rate of Sixpence for every One hundred words copied therefrom.

III. And be it further Enacted, That in case any clerk of the peace, sheriff clerk, parish clerk, schoolmaster, town clerk, postmaster or other person, shall in any matter or thing refuse or neglect to comply with any of the provisions hereinbefore contained, every clerk of the peace, sheriff clerk, parish clerk, schoolmaster, town clerk, postmaster or other person shall for every such offence forfeit and pay any sum not exceeding the sum of Five Pounds; and every such penalty shall, upon proof of the offence before any Justice of the Peace for the county within which such offence shall be committed, or by the confession of the party offending, or by the oath of any credible witness, be levied and recovered, together with the costs of the proceedings for the recovery thereof, by distress and sale of the goods and effects of the party offending, by warrant under the hand of such Justice, which warrant such Justice is hereby empowered to grant, and shall be paid to the person or persons making such complaint; and it shall be lawful for any such Justice of the Peace to whom any complaint shall be made of any offence committed against this Act to summon the party complained of before him, and on such summons to hear and determine the matter of such complaint in a summary way, and on proof of the offence to convict the offender, and to adjudge him to pay the penalty or forfeiture incurred, and to proceed to recover the same, although no information in writing or in print shall have been exhibited or taken by or before such Justice; and all such proceedings by summons without information shall be as good, valid and effectual to all intents and purposes as if an information in writing had been exhibited.

Clerks of the Peace, &c. to receive the Documents herein mentioned, and retain them for the purposes directed by the Standing Orders of the Houses of Parliament.

Clerks of the Peace, &c. to permit such Documents to be inspected or copied by persons interested.

Clerks of the Peace, &c. for every omission to comply with the provisions of this Act, liable to the Penalty of 5*l.*, to be recovered in a summary way.

APPENDIX (C.)

ANNO NONO VICTORIÆ REGINÆ.

CAP. XX.

AN ACT to amend an Act of the Second Year of Her present Majesty, for providing for the Custody of certain Monies paid in pursuance of the Standing Orders of either House of Parliament by Subscribers to Works or Undertakings to be effected under the Authority of Parliament.

1 & 2 Vict.,
c. 117.

Recited Act
repealed.
Monies
already paid
in to be dealt
with as di-
rected by
former Act.

Authority to
deposit.

WHEREAS an Act was passed in the second year of the reign of Her present Majesty Queen VICTORIA, intituled, "An Act to provide for the Custody of certain Monies paid in pursuance of the Standing Orders of either House of Parliament, by Subscribers to Works or Undertakings to be effected under the Authority of Parliament:" And whereas it is expedient that the said Act should be repealed and should be re-enacted, with such modifications, extensions and alterations as after mentioned: BE it therefore Enacted, by The QUEEN's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, THAT the said Act shall be and is hereby repealed: Provided always, That all acts done under the provisions of the said Act shall be good, valid and effectual to all intents and purposes, and that all sums of money paid under the provisions of the said Act shall be dealt with in all respects as if this Act had not been passed.

II. And be it Enacted, That in all cases in which any sum of money is required by any Standing Order of either House of Parliament, either now in force or hereafter to be in force, to be deposited by the subscribers to any work or undertaking which is to be executed under the authority of an Act of Parliament, if the director or person or directors or persons having the management of the affairs of such work or undertaking, not exceeding Five in number, shall apply to one of the Clerks in the office of the Clerk of the Parliaments with respect to any such money required by any Standing Order of the Lords Spiritual and Temporal in Parliament assembled, or to one of the Clerks of the Private Bill Office of the House of Commons with respect to any such money required by any Standing Order of the Commons in Parliament assembled, to be deposited, it shall be lawful for the Clerk so applied to, by warrant or order under his hand, to direct that such sum of money shall be paid in manner hereinafter mentioned; (that is to say) into the Bank of England in the name and with the privity of the Accountant-general of the Court of Chancery in England, if the work or undertaking in respect of which the sum of money is required to be deposited is intended to be executed in that part of the United Kingdom called England; or into any of the Banks in Scotland established by Act of Parliament or Royal Charter in the name and with the privity of The Queen's Remembrancer of the Court of Exchequer in Scotland, at the option of the person or persons making such application as aforesaid, in case such work or undertaking is intended to be executed in that part of the United Kingdom called Scotland; or into the Bank of Ireland in the name and with the privity of the Accountant-general of the Court of Chancery in Ireland, in case such work or undertaking is intended to be made or executed in that part of the United Kingdom called Ireland; and such warrant or order shall be a sufficient authority for the Accountant-general of the Court of Chancery in England, the Queen's Remembrancer of the Court of Exchequer in Scotland, and the Accountant-general of the Court of Chancery in Ireland, respectively, to permit the sum of money directed to be paid by such warrant or order to be placed to an account opened or to be opened in his name in the bank mentioned in such warrant or order.

Payment of
Deposit.

III. And be it Enacted, That it shall be lawful for the person or persons named in such warrant or order, or the survivors or survivor of them, to pay the sum mentioned in such warrant or order into the bank mentioned in such warrant or order in the name and with the privity of the officer or person in whose name such sum shall be directed to be paid by such warrant or order, to be placed to his account there ex-parte the work or undertaking mentioned in such warrant or order, pursuant to the method prescribed by any Act or Acts for the time being in force for regulating monies paid into the said Courts, and pursuant to the General Orders of the said Court respectively, and without fee or reward; and every such sum so paid in, or the securities in or upon which the same may be invested as hereinafter mentioned, or the stocks, funds or securities authorized to be transferred or deposited in lieu thereof as hereinafter mentioned, shall there remain until the same, with all interest and dividends (if any) accrued thereon, shall be paid out of such bank, in pursuance of the provisions of this Act: Provided always, That in case any such director or person, directors or persons, having the management of any such proposed work or undertaking as aforesaid, shall have previously invested in the Three per Centum Consolidated or the Three per Centum Reduced Bank Annuities, Exchequer Bills, or other Government Securities, the sum or sums of money required by any such Standing Order of either House of Parliament as aforesaid to be deposited by the subscribers to any work

or

or undertaking which is to be executed under the authority of an Act of Parliament, it shall be lawful for the person or persons named in such warrant or order, or the survivors or survivor of them, to deposit such Exchequer Bills or other Government securities in the bank mentioned in such warrant or order in the name and with the privity of the officer or person in whose name such sum shall by such warrant or order be directed to be paid, or to transfer such Government stocks or funds into the name of the officer or person; and such transfer or deposit shall be directed by such Clerk of the Office of the Clerk of the Parliaments, or such Clerk of the Private Bill Office of the House of Commons, as the case may be, in lieu of payment of so much of the sum of money required to be deposited as aforesaid as the same Exchequer Bills, or other the Government stocks or funds, will extend to satisfy at the price at which the same were originally purchased by the said person or persons, director or directors, as aforesaid, such price to be proved by production of the broker's certificate of such original purchase.

IV. And be it Enacted, That if the person or persons named in such warrant or order, or he survivors or survivor of them, desire to have invested any sum so paid into the Bank of England or the Bank of Ireland, or any interest or dividend which may have accrued on any stocks or securities so transferred or deposited as aforesaid, the Court in the name of whose Accountant-general the same may have been paid may, on a Petition presented to such Court, in a summary way by him or them, order that such sum or such interest or dividends shall, until the same be paid out to the parties entitled to the same in pursuance of this Act, be laid out in the Three per Centum Consolidated or Three per Centum Reduced Bank Annuities, or any Government security or securities, at the option of the aforesaid person or persons, or the survivor or survivors of them.

Investment of
Deposit.

V. And be it Enacted, That on the termination of the Session of Parliament in which the Petition or Bill for the purpose of making or sanctioning any such work or undertaking shall have been introduced into Parliament, or if such Petition or Bill shall be rejected or finally withdrawn by some proceeding in either House of Parliament, or shall not be allowed to proceed, or if the person or persons by whom the said money was paid or security deposited, shall have failed to present a Petition, or if an Act be passed authorizing the making of such work or undertaking, and if in any of the foregoing cases the person or persons named in such warrant or order, or the survivors or survivor of them, or the majority of such persons, apply by Petition to the Court in the name of whose Accountant-general the sum of money mentioned in such warrant or order shall have been paid, or such Exchequer Bills, stocks, or funds shall have been deposited or transferred as aforesaid, or to the Court of Exchequer in Scotland, in case such sum of money shall have been paid in the name of the said Queen's Remembrancer, the Court in the name of whose Accountant-general or Queen's Remembrancer such sum of money shall have been paid, or such Exchequer Bills, stocks or funds shall have been deposited or transferred, shall by order direct the sum of money paid in pursuance of such warrant or order, or the stocks, funds or securities in or upon which the same may have been invested, and the interest or dividends thereof, or the Exchequer Bills, stocks or funds so deposited or transferred as aforesaid, and the interest and dividends thereof, to be paid or transferred to the party or parties so applying, or to any other person or persons whom they may appoint in that behalf; but no such order shall be made in the case of any such Petition or Bill being rejected or not being allowed to proceed, or being withdrawn or not being presented, or of an Act being passed authorizing the making of such work or undertaking, unless upon the production of the certificate of the Chairman of Committees of the House of Lords with reference to any proceeding in the House of Lords, or of the Speaker of the House of Commons, with reference to any proceeding in the House of Commons, that the said Petition or Bill was rejected or not allowed to proceed, or was withdrawn during its passage through one of the Houses of Parliament, or was not presented, or that such Act was passed, which certificate the said Chairman or Speaker shall grant on the application in writing of the person or persons, or the majority of the persons, named in such warrant, or the survivor or survivors of them: Provided always, That the granting of any such certificate, or any mistake or error therein or in relation thereto, shall not make the Chairman or Speaker signing the same liable in respect of any monies, stocks, funds and securities which may be paid, deposited, invested or transferred in pursuance of the provisions of this Act, or the interest or dividends thereof.

Repayment
of Deposit.

Granting
Certificate,
&c. not to
make the
Chairman or
Speaker
signing the
same liable.

STANDING ORDERS relative to PUBLIC MATTERS.

BILLS respecting RELIGION.

[30 April 1772.]

THAT no Bill relating to Religion, or the alteration of the Laws concerning Religion, be brought into this House, until the Proposition shall have been first considered in a Committee of the whole House, and agreed unto by The House.

BILLS respecting TRADE.

[9 April 1772.]

THAT no Bill relating to Trade, or the alteration of the Laws concerning Trade, be brought into The House, until the Proposition shall have been first considered in a Committee of the whole House, and agreed unto by The House.

APPLICATIONS for PUBLIC MONEY.

[25 June 1852.]

THAT this House will receive no Petition for any Sum of Money, relating to Public Service, or proceed upon any Motion for granting any Money, but what is recommended from The Crown.

Revenues of India.

[21 July 1856.]

THAT this House will not receive any Petition, or proceed upon any Motion for a Charge upon the Revenues of India, but what is recommended by the Crown.

[29 March 1707.]

THAT this House will not proceed upon any Petition, Motion or Bill, for granting any Money, or for releasing or compounding any Sum of Money owing to The Crown, but in a Committee of the whole House.

[25 June 1852.]

THAT if any Motion be made in The House for any Public Aid, or Charge upon the people, the consideration and debate thereof shall not be presently entered upon, but shall be adjourned till such further day as The House shall think fit to appoint, and then it shall be referred to a Committee of the whole House before any Resolution or Vote of The House do pass therein.

[25 March 1715.]

THAT this House will not receive any Petition for compounding any Sum of Money owing to The Crown, upon any branch of the Revenue, without a Certificate from the proper Officer or Officers annexed to the said Petition, stating the Debt, what Prosecutions have been made for the Recovery of such Debt, and setting forth how much the Petitioner and his Security are able to satisfy thereof.

[22 February 1821.]

THAT this House will not proceed upon any Motion for an Address to The Crown, praying that any money may be issued, or that any expense may be incurred, but in a Committee of the whole House.

PECUNIARY PENALTIES.

[24 July 1849.]

THAT with respect to any Bill brought to this House from the House of Lords, or returned by the House of Lords to this House, with Amendments, whereby any pecuniary penalty, forfeiture or fee shall be authorized, imposed, appropriated, regulated, varied, or extinguished, this House will not insist on its ancient and undoubted privileges in the following cases :

1. When the object of such pecuniary penalty or forfeiture is to secure the execution of the Act, or the punishment or prevention of offences.

2. Where such fees are imposed in respect of benefit taken or service rendered under the Act, and in order to the execution of the Act, and are not made payable into the Treasury or Exchequer, or in aid of the Public Revenue, and do not form the ground of public accounting by the parties receiving the same, either in respect of deficit or surplus.

3. When such Bill shall be a Private Bill for a Local or Personal Act.

TEMPORARY LAWS.

[24 July 1849.]

THAT the precise duration of every Temporary Law be expressed in a distinct Clause at the end of the Bill.

PRESENTATION OF PUBLIC PETITIONS.

[14 April 1842.]

THAT every Member offering to present a Petition to The House, not being a Petition for a Private Bill, or relating to a Private Bill before The House, do confine himself to a statement of the Parties from whom it comes, of the number of signatures attached to it, and of the material allegations contained in it, and to the reading of the prayer of such Petition.

THAT every such Petition not containing matter in breach of the Privileges of this House, and which, according to the Rules or usual Practice of this House, can be received, be brought to the Table by the direction of The Speaker, who shall not allow any Debate, or any Member to speak upon, or in relation to, such Petition ; but it may be read by the Clerk at the Table, if required.

THAT, in the case of such Petition complaining of some present personal grievance, for which there may be an urgent necessity for providing an immediate remedy, the matter contained in such Petition may be brought into discussion on the presentation thereof.

THAT all other such Petitions, after they shall have been ordered to lie on the Table, be referred to the Committee on Public Petitions, without any Question being put ; but if any such Petition relate to any matter or subject, with respect to which the Member presenting it has given Notice of a Motion, and the said Petition has not been ordered to be printed by the Committee, such Member may, after Notice given, move that such Petition be printed with the Votes.

THAT, subject to the above regulations, Petitions against any Resolution or Bill imposing a Tax or Duty for the current service of the year, be henceforth received, and the usage under which The House has refused to entertain such Petitions be discontinued.

MEMBERS' PLACES.

[6 April 1835.]

THAT no Member's name be affixed to any seat in the House before the hour of Prayers; and that the Speaker do give directions to the doorkeepers accordingly.

STRANGERS.

[5 February 1845.]

THAT the Serjeant-at-Arms attending this House do, from time to time, take into his custody any Stranger whom he may see, or who may be reported to him to be, in any part of the House or Gallery appropriated to the Members of this House, and also any Stranger who, having been admitted into any other part of the House or Gallery, shall misconduct himself, or shall not withdraw when Strangers are directed to withdraw, while The House, or any Committee of the whole House, is sitting; and that no person so taken into custody be discharged out of custody without the special order of The House.

THAT no Member of this House do presume to bring any Stranger into any part of the House or Gallery appropriated to the Members of this House, while The House, or a Committee of the whole House, is sitting.

PRAYERS.

[25 June 1852.]

THAT the Serjeant-at-Arms attending this House do, from time to time, when the House is going to Prayers, give Notice thereof to all Committees; and that all proceedings of Committees, after such Notice, be declared to be null and void, unless such Committees be otherwise empowered to sit after Prayers.

LETTERS.

[25 June 1852.]

THAT, to prevent the intercepting or losing of Letters directed to Members of this House, the person appointed to bring Letters from the General Post Office to this House, or some other person to be appointed by the Postmaster-General, do for the future, every day during the Session of Parliament, Sundays excepted, constantly attend, from Ten of the clock in the morning till Seven in the afternoon, at the place appointed for the delivery of the said Letters, and take care, during his stay there, to deliver the same to the several Members to whom they shall be directed, or to their known servant or servants, or other persons bringing notes under the hands of the Members sending for the same.

THAT the said Officer do, upon his going away, lock up such Letters as shall remain undelivered; and that no Letter be delivered but within the hours aforesaid.

THAT the said Orders be sent to the Postmaster-General at the commencement of each Session.

THAT, when any Letter or Packet directed to this House shall come to Mr. Speaker, he do open the same; and acquaint the House, at their next sitting, with the contents thereof, if proper to be communicated to this House.

PUBLIC BUSINESS.

[25 June 1852, amended 5 August 1853, and 19 July 1854.]

THAT, unless The House shall otherwise direct, all Orders of the Day set down in the Order Book for Mondays, Wednesdays and Fridays, shall be disposed of before The House will proceed upon any Motions of which Notices shall have been given.

THAT at the time fixed for the commencement of Public Business, on days on which Orders have precedence of Notices of Motions, and after the Notices of Motions have been disposed of on all other days, Mr. Speaker do direct the Clerk at the Table to read the Orders of the Day, without any Question being put.

THAT the Orders of the Day be disposed of in the order in which they stand upon the Paper; the right being reserved to Her Majesty's Ministers of placing Government Orders at the head of the List, in the rotation in which they are to be taken on the days on which Government Bills have precedence.

THAT no Notice shall be given beyond the period which shall include the Four Days next following on which Notices are entitled to precedence; due allowance being made for any intervening adjournment of The House, and the period being in that case so far extended as to include Four Notice Days falling during the sitting of The House.

THAT The House do meet every Wednesday, at Twelve o'clock at noon, for Private Business, Petitions, Orders of the Day, and Notices of Motions, and do continue to sit until Six o'clock, unless previously adjourned.

THAT when such business has been disposed of, or at Six o'clock precisely, notwithstanding there may be business under discussion, Mr. Speaker do adjourn The House, without putting any Question.

THAT the business under discussion, and any business not disposed of at the time of such Adjournment, do stand as Orders of the Day for the next day on which The House shall sit.

THAT at a quarter before Six o'clock on Wednesday, the Debate on any business then under discussion shall stand adjourned to the next day on which The House shall sit; after which no opposed business shall be proceeded with.

THAT whenever The House shall be in Committee on Wednesday at a quarter before Six o'clock, the Chairman do report Progress, and Mr. Speaker do resume the Chair.

THAT whenever the House shall meet, for despatch of business, before Two o'clock, except Wednesday and Saturday, unless The House shall otherwise order, The House will resume its sitting at Six o'clock; and when business has not been disposed of at Ten minutes before Four o'clock, unless The House shall otherwise order, Mr. Speaker shall adjourn the Debate on any business then under discussion, or the Chairman shall report Progress, as the case may be, and no opposed business shall then be proceeded with.

THAT when such business has not been disposed of at Four o'clock, unless The House shall otherwise order, Mr. Speaker (or the Chairman, in case The House shall be in Committee) do leave the Chair, and The House will resume its sitting at Six o'clock, when the Orders of the Day not disposed of at the morning sitting, and any Motion which was under discussion at Ten minutes to Four o'clock, shall be set down in the Order Book after the other Orders of the Day.

THAT whenever The House shall be in Committee at Four o'clock, the Chairman do report Progress when The House resumes its sitting.

THAT all Dropped Orders of the Day be set down in the Order Book after the Orders of the Day for the next day on which the House shall sit.

THAT when any Bill shall be presented by a Member, in pursuance of an Order of this House, or shall be brought from the Lords, the Questions "That this Bill be now read a first time," and "That this Bill be printed," shall be decided without Amendment or Debate.

THAT the Committees of Supply and Ways and Means shall be fixed for Monday, Wednesday and Friday, and may also be appointed for any other day on which Orders of the Day shall have precedence of Notices of Motions.

THAT

THAT when a Bill or other matter (except Supply, or Ways and Means) has been partly considered in Committee, and the Chairman has been directed to report Progress, and ask leave to sit again, and The House shall have ordered that the Committee shall sit again on a particular day, The Speaker shall, when the order for the Committee has been read, forthwith leave the Chair, without putting any question, and The House shall thereupon resolve itself into such Committee.

THAT at the close of the Proceedings of a Committee of the whole House on a Bill, the Chairman shall report the Bill forthwith to The House, and when Amendments shall have been made thereto, the same shall be received, without debate, and a time appointed for taking the same into consideration.

[21 July 1856.]

THAT no Amendments, not being merely verbal, shall be made to any Bill on the Third Reading.

[19 July 1854.]

THAT it be an Instruction to all Committees of the whole House to which Bills may be committed, that they have power to make such Amendments therein as they shall think fit, provided they be relevant to the subject-matter of the Bill; but that if any such Amendments shall not be within the Title of the Bill, they do amend the Title accordingly, and do report the same specially to The House.

THAT the Questions for reading a Bill a First and Second Time in a Committee of the whole House be discontinued.

THAT in going through a Bill no Questions shall be put for the filling up words already printed in *italics*, and commonly called blanks, unless exception be taken thereto; and if no alterations have been made in the words so printed in *italics*, the Bill shall be reported without Amendments, unless other Amendments have been made thereto.

THAT on a Clause being offered in the Committee on the Bill, or on the consideration of Report of a Bill, Mr. Speaker or the Chairman do desire the Member to bring up the same, whereupon it shall be read a First Time without Question put, but no Clause shall be offered on consideration of Report without notice.

THAT Lords' Amendments to Public Bills shall be appointed to be considered on a future day, unless The House shall order them to be considered forthwith.

THAT every Report from a Committee of the whole House be brought up without any Question being put.

* THAT Bills which may be fixed for consideration in Committee on the same day, whether in Progress or otherwise, may be referred together to a Committee of the whole House, which may consider on the same day all the Bills so referred to it, without the Chairman leaving the Chair on each separate Bill; provided that, with respect to any Bill not in Progress, if any Member shall object to its consideration in Committee, together with other Bills, the Order of the day for the Committee on such Bill shall be postponed.

OFFICE OF SPEAKER.

[20 July 1855.]

THAT whenever the House shall be informed by the Clerk at the Table of the unavoidable absence of Mr. Speaker, the Chairman of the Committee of Ways and Means do perform the duties and exercise the authority of Speaker in relation to all proceedings of this House, as Deputy Speaker, until the next meeting of the House, and so on from day to day, on the like information being given to the House, until the

House shall otherwise order; provided that if the House shall adjourn for more than twenty-four hours, the Deputy Speaker shall continue to perform the duties and exercise the authority of Speaker for twenty-four hours only after such adjournment.

STRANGERS AND DIVISIONS.

[19 July 1854.]

THAT, except when Mr. Speaker or the Chairman of a Committee of the whole House shall otherwise direct, his order for the withdrawal of Strangers during a Division, shall be understood to apply to Strangers occupying seats below the Bar and in the Front Gallery, and shall be enforced by the Serjeant-at-Arms accordingly.

THAT so soon as the voices have been taken, the clerk shall turn a two-minute sand-glass, to be kept on the table for that purpose, and the doors shall not be closed until after the lapse of two minutes, as indicated by such sand-glass.

THAT the doors shall be closed so soon after the lapse of two minutes as the Speaker or the Chairman of the Committee of the whole House shall think proper to direct.

SELECT COMMITTEES.

[21 July 1856.]

THAT on Wednesdays and other Morning Sittings of the House, all Committees shall have leave to sit, except while the House is at Prayers, during the sitting, and notwithstanding any adjournment of the House.

[25 June 1852.]

THAT no Select Committee shall, without leave of the House, consist of more than Fifteen Members; that such leave shall not be moved for without Notice; and that in the case of Members proposed to be added or substituted after the first appointment of the Committee, the Notice shall include the Names of the Members proposed to be added or substituted.

THAT every Member intending to move for the appointment of a Select Committee, do endeavour to ascertain previously whether each Member proposed to be named by him, on such Committee, will give his attendance thereupon.

THAT every Member intending to move for the appointment of a Select Committee, shall, One day next before the nomination of such Committee, place on the Notices the Names of the Members intended to be proposed by him, to be Members of such Committee.

THAT lists be affixed in some conspicuous place in the Committee Office, and in the Lobby of the House, of all Members serving on each Select Committee.

THAT to every Question asked of a Witness under examination, in the Proceedings of any Select Committee, there be prefixed in the Minutes of the Evidence the Name of the Member asking such Question.

THAT the Names of the Members present each day on the sitting of any Select Committee be entered on the Minutes of Evidence, or on the Minutes of the Proceedings of the Committee (as the case may be), and reported to the House on the Report of such Committee.

THAT in the event of any Division taking place in any Select Committee, the Question proposed, the Name of the Proposer, and the
 respective

respective Votes thereupon of each Member present, be entered on the Minutes of Evidence, or on the Minutes of the Proceedings of the Committee (as the case may be), and reported to the House on the Report of such Committee.

THAT if, at any time during the sitting of a Select Committee of this House, the Quorum of Members fixed by the House shall not be present, the Clerk of the Committee shall call the attention of the Chairman to the fact, who shall thereupon suspend the Proceedings of the Committee until a Quorum be present, or adjourn the Committee to some future day.

Denis Le Marchant
Cl. Dom. Com.

[5 August 1853.]

A TABLE of the FEES to be charged at The House of Commons.

FEES to be paid by the PROMOTERS of a PRIVATE BILL.

On the deposit of the Petition, Bill, Plan, or any other Document in the Private Bill Office - - - - -	£. s. d.
For every day on which the Examiners shall inquire into the compliance with the Standing Orders - - - - -	5 - -
For PROCEEDINGS in the HOUSE.	
On the presentation of the Petition for the Bill - - - - -	5 - -
On the First Reading of the Bill - - - - -	15 - -
On the Second Reading of the Bill - - - - -	15 - -
On the Report from the Committee on the Bill - - - - -	15 - -
On the Third Reading of the Bill - - - - -	15 - -

Bills from the Lords, commonly called Estate Bills, Divorce Bills, Naturalization Bills and Name Bills, to be charged only one-half of the preceding Fees.

The preceding Fees on the Petition, First, Second and Third Readings, and Report, to be increased according to the money to be raised or expended under the authority of any Bill for the execution of a Work, in conformity with the following Scale :—

If the sum be 50,000 £., and under 100,000 £. twice the amount of such Fees.			
„ 100,000 £.	„ 200,000 £.	three times	„
„ 200,000 £.	„ 300,000 £.	four	„
„ 300,000 £.	„ 400,000 £.	five	„
„ 400,000 £.	„ 500,000 £.	six	„
„ 500,000 £.	„ 750,000 £.	seven	„
„ 750,000 £.	„ 1,000,000 £.	eight	„
„ 1,000,000 £.	„ 1,500,000 £.	nine	„
„ 1,500,000 £.	„ 2,000,000 £.	ten	„

And at the same rate of increase for every additional 500,000 £., up to five millions, and further at the like rate of increase for every additional million beyond five millions.

For PROCEEDINGS before any COMMITTEE.

For every day on which the Committee shall sit,—	£. s. d.
If the Promoters of the Bill appear by Counsel - - - - -	10 - -
If they appear without Counsel - - - - -	5 - -

FEES to be paid by the OPPONENTS of a PRIVATE BILL.

On the deposit of every Memorial complaining that the Standing Orders have not been complied with - - - - -	£. s. d.
On the presentation or deposit of every Petition against a Private Bill - - - - -	2 - -

For PROCEEDINGS before the EXAMINERS, or before any COMMITTEE.

	£.	s.	d.
For every day on which the Examiners shall inquire into any Memorial complaining of a non-compliance with the Standing Orders - - - - -	3	-	-
For every day on which the Petitioners appear by Counsel before any Committee - - - - -	5	-	-
If they appear without Counsel - - - - -	3	-	-

GENERAL FEES.

	£.	s.	d.
On every Motion, Order or Proceeding in the House upon a Private Bill, Petition, or matter not otherwise charged - -	1	-	-
For Copies of all Papers and Documents, at the rate of 72 words in every folio,—			
If five folios or under - - - - -	-	2	6
If above five folios, per folio - - - - -	-	-	6
For the Copy of a Plan made by the parties - - - - -	1	-	-
For the inspection of a Plan, or of any document - - - - -	-	5	-
For every Plan or Document certified by The Speaker pursuant to any Act of Parliament - - - - -	10	-	-
For every day on which any parties shall be heard by Counsel at the Bar, from each side - - - - -	10	-	-
For every day on which a Committee of the whole House shall sit on a Private Bill or matter - - - - -	6	-	-
For serving any Summons or Order on a Private Bill or matter -	1	-	-
For Riding Charges, if on any Private Bill or matter, per mile -	-	1	-
For every Order for the commitment or discharge of any person -	1	-	-
For taking any person into custody for a Breach of Privilege or Contempt - - - - -	5	-	-
For taking any person into custody for any other cause - -	2	-	-
For every day on which any person shall be in custody - -	1	-	-
For Riding Charges, per mile - - - - -	-	-	6

FEES to be paid on the TAXATION of COSTS on PRIVATE BILLS.

	£.	s.	d.
For every application or reference to "The Taxing Officer of the House of Commons," for the Taxation of a Bill of Costs -	1	-	-
For every £.100 of any Bill which shall be allowed by the Taxing Officer - - - - -	1	-	-
For every Bill under £.100 - - - - -	1	-	-
On the deposit of every Memorial complaining of a Report of the Taxing Officer - - - - -	1	-	-
For every Certificate which shall be signed by The Speaker -	1	-	-
For Copies of any Documents in the office of the Taxing Officer, per folio of seventy-two words - - - - -	-	1	-

That the same Fees be paid in case The Speaker shall refer to the Taxing Officer any Bill of Costs, under the authority of an Act of the sixth year of his late Majesty King George the Fourth, "To establish a Taxation of Costs on Private Bills in the House of Commons."

That every Bill for the particular interest or benefit of any person or persons, whether the same be brought in upon Petition, or Motion, or Report from a Committee, or brought from the Lords, hath been and ought to be deemed a Private Bill within the meaning of the Table of Fees.

FEES to be taken by the SHORT HAND WRITER.

	£.	s.	d.
For every day he shall attend	-	-	-
For the transcript of his notes, per folio of 72 words	-	-	9

The preceding Fees shall be charged, paid and received at such times, in such manner, and under such regulations, as The Speaker shall from time to time direct.

C. J. Lefer
Speaker

Veneris, 25^o die Junii, 1852.

Ordered, THAT the said Table of Fees be a Standing Order of this House.

Denis Le Marchant
Cl. Dom. Com.

I N D E X.

Note.—The Figures 206, 42, &c., refer to the Number of each Standing Order relating to Private Bills; *App. (A.)*, p. 71, &c. to the Appendices (A.) (B.) & (C.), with the page at which the same respectively will be found; and *p. 77 et seq.* to the page at which Standing Orders, &c., relating to matters of a Public Nature, not referred to by Number, will be found.

A.

Additional Provision. See *Petitions for additional Provision.*

Adjournment of Committees:

Causes of adjournment of Committee on opposed Bill to be specially reported, 107.

The Committee Clerk to give notice of adjournment in the Private Bill Office, 207.

See also *Postponement of Committees.*

Admiralty:

Plans and Sections to be deposited at the, in cases where any work is situate on Tidal Lands, 30.

Printed copy of every Bill relating to Docks, Harbours, &c. to be deposited with, on or before 31st December, 41.

Advertisements. See *Notices by Advertisement.*

Affidavits:

To be admitted by the Examiner in proof of compliance with the Standing Orders, 68.

To be admitted by Committees on Private Bills in proof of compliance with such Standing Orders as are directed to be proved before them, 119.

And in proof of consents to Bills, 120.

And in proof of notices and allegations of Bills for inclosing Lands, 148.

How such affidavits shall be sworn, 119.

Agent's Declaration:

To be annexed to the Petition and Bill deposited in the Private Bill Office, 36.

Particulars required to be stated therein, 37.

Alternative Lines:

No alternative Line or Work to be, in any case, permitted, 43.

Amalgamation of Railway Companies. See *Purchase, &c. of Railways.*

Amendments (Private Bills):

No Amendments, except verbal, to be made on Third Reading, 186; p. 81.

Amendments on consideration of Bill ordered to lie upon the Table, and on Third Reading, and also Lords' Amendments, to be entered in the printed copy of the Bill as amended by the Committee, 213.

See also *Clauses and Amendments.* *Lords' Amendments to Bills.*

Amendments (Public Bills):

Power to all Committees of the whole House to which Bills may be committed to make Amendments therein, p. 81.

Course to be pursued where such Amendments not within the title of the Bill, *ib.*

Appearances:

Committee on each Group of Bills to require the Parties severally promoting or opposing the same to enter Appearances, 106.

Application to Owners, Lessees and Occupiers:

Where lands or houses are to be taken, application to be made to Owners, Lessees and Occupiers on or before the 15th December, 20.

Service of application, 21.

Evidence of service, 22.

Lists of those who have assented, dissented or are neuter, to be made out and deposited in the Private Bill Office, 23. 38.

In the case of a Burial Ground or Cemetery, or Gas Works, to be made on or before 15th December to the Owner and Occupier of every Dwelling-house within 300 yards, 25.

No application made on Sunday or Christmas-day, or before Eight in the Forenoon, or after Eight in the Afternoon, to be valid, 27.

Form of application to Owners, Lessees and Occupiers, *App. (A.)*, pp. 71, 72.

See also *Notices to Owners, &c.*

Aqueducts. See *Cuts, Canals, &c.*

Arches:

The height and span of every arch of all Bridges and Viaducts by which a Railway is to cross any Turnpike-road, Public Carriage-road, Navigable River, Canal or Railway, to be marked in Figures on the Section, 52.

See also *Bridges.*

Assents, Dissents, &c.:

Lists of, to be made out and deposited in the Private Bill Office, 23. 38.

The Committee to report specially on Assents to Railway Bills, 134.

Consent Bill and Statement of Value of Property of Assents, Dissents and Neuters to be delivered in to the Committee on any Inclosure Bill, 149.

The like in regard to any Drainage Bill, 150.

Assistant Engines:

Committees on Railway Bills to report concerning, 134.

Bills.

B.

Bills. See *Private Bills.* *Public Bills.*

Blanks (in Public Bills):

No questions to be put for filling up, unless exception be taken thereto, *p.* 81.

Board of Trade:

Plans, Sections and Books of Reference, in the case of Railway Bills, to be deposited at the Board of Trade on or before 30th November, 32.

Printed copy of every Bill relating to Docks, Harbours, Navigations, Piers, or Ports, to be deposited at the Board of Trade on or before 31st December, 41.

Report from Officer of the Railway Department of the Board of Trade to be required in certain cases where level of any road is altered by a Railway, 132.

Proof, in certain cases, to be given to the satisfaction of the Board of Trade that Capital has been paid up, 140.

Any Report of the Railway Department of the Board to be referred to the Committee on the Bill, 179.

Bond:

To be entered into by Railway Companies for the completion of Line, 135.

Book of Reference:

To be deposited with Plan, with the Clerk of the Peace, &c., 28.

And in the case of Railways, with the Board of Trade, 32.

And in all cases in the Private Bill Office, 33.

And so much thereof as relates to each Parish with the Parish Clerk, &c., 34.

What Book of Reference shall contain, 47.

To be verified as Mr. Speaker shall direct, 218.

Branches and Extensions (Railways). See *Subscription Contract.*

Bridges:

Bills for making and maintaining, included in the 2d Class of Private Bills, 12.

Fence of Four feet high required on each side of a Bridge crossing a road, 124.

See also *Arches.*

Buildings:

Buildings, Yards, Court-yards and Gardens to be shown on the Plans on a scale of not less than a quarter of an inch to every 100 feet, 43.

Burial Grounds or Cemeteries:

Bills for making and maintaining, included in the 1st Class of Private Bills, 12.

Notice to be given on or before 15th December to the Owner and Occupier of every Dwelling-house within 300 yards, 25.

C.

Calls on Shares (Railways):

Clause to be inserted in Railway Bills prohibiting Interest to be paid on calls out of Capital, 144.

Canal Bills. See *Cuts, Canals, &c.* *General Committee on Railway and Canal Bills.*

Capital of Railway Companies:

Particulars in relation thereto to be specially reported by the Committee on a Railway Bill, 134.

Restrictions in regard to the Capital of Railway Companies, 140-145.

See also *Mortgage.*

Cemeteries. See *Burial Grounds, &c.*

Chairman of Committee:

Course of proceeding when Chairman absent, 101.

Chairman to have casting vote when voices are equal, 105.

To sign Plan and Book of Reference with his name at length, and every alteration with his initials, 125.

To sign Bill and Amendments, 126.

To report on Allegations of Bill, and whether consents have been given where required, 127.

To report the Bill to The House, and to report specially any alteration of the Preamble, 128.

See also *Committees on Private Bills*, II. 2, 3.

Chairman of Committee of Ways and Means. See *Ways and Means, Chairman of Committee of.*

Chairman of General Committee on Railway and Canal Bills:

When and by whom appointed, 5.

Charters and Corporations:

Bills for enlarging or altering powers of, included in the 1st Class of Private Bills, 12.

Christmas Day:

No notice to be given or application made on Christmas Day, 27.

Except in the case of delivery of Letters by Post, *ib.*

No deposit made on Christmas Day to be deemed valid, 42.

Church Property. See *Crown, Church, or Corporation Property.*

Churches and Chapels:

Bills for building, enlarging, repairing or maintaining, included in the 1st Class of Private Bills, 12.

Classes of Private Bills:

Enumeration of subjects to which Bills of each of the two classes relate, 12.

Clauses

Clauses and Amendments (Private Bills):

Offered on consideration of Bills ordered to lie upon the Table, and Third Readings, to be submitted to Chairman of Ways and Means, and the Counsel to Mr. Speaker, who is to acquaint the House whether the same ought to be entertained without being referred to the Select Committee on Standing Orders, 77. 183.

When proposed on consideration of Bills ordered to lie upon the Table, and referred to Standing Orders' Committee, the Committee to report whether they should be adopted, or whether the Bill should be re-committed, 83.

Such Clauses and Amendments to be printed at the expense of the Parties, 184.

If referred to Standing Orders' Committee, no further proceeding until their Report, 185.

Notice to be given in the Private Bill Office, 211.

See also *Amendments (Private Bills)*. *Lords' Amendments to (Private) Bills*.

Clauses and Amendments (Public Bills):

Orders as to, p. 81.

Cleansing Towns. See *Paving, &c.*

Clerk of the Peace:

Deposit of Documents in his office, 28, 29. 31, 32.

When Tolls, &c. levied, Accounts to be transmitted annually to him, 123.

Act to compel Clerks of the Peace, &c. to take custody of Documents, *App. (B.)*, p. 73.

Clerk of Union:

Parish Plan, Section and Book of Reference to be deposited with, in Ireland, 34.

Commitment of Private Bills:

Every Private Bill (except Railway, Canal or Divorce Bills), when read a second time and committed, to be referred to Committee of Selection, 175.

If a Railway or Canal Bill, to the General Committee on Railway and Canal Bills, *ib.*

If a Divorce Bill, to the Select Committee on Divorce Bills, *ib.*

See also *Committees on Private Bills*.

Commitment of Public Bills:

Several Bills may be referred together to a Committee of the whole House, p. 81.

Committee on Railway and Canal Bills. See *General Committee on Railway and Canal Bills*.

Committee of Selection. See *Selection, Committee of*.

Committee on Standing Orders. See *Standing Orders, Select Committee on*.

Committee, Ways and Means. See *Ways and Means, &c.*

COMMITTEES ON PRIVATE BILLS:

I. Appointment and Constitution of Committees on Private Bills.

II. Proceedings of Committees:

1. First Sitting of the Committee.
2. Committees on Opposed Bills.
3. Committees on Unopposed Bills.
4. Committees on Bills, whether Opposed or Unopposed.
5. Select Committee on Divorce Bills.

III. Notices in the Private Bill Office and Lists of Committees.

I. Appointment and Constitution of Committees on Private Bills:

Committee on Standing Orders, 2.

Committee of Selection, 3.

General Committee on Railway and Canal Bills, 4-6.

Committees on Railway and Canal Bills, 7.

Committees on opposed Private Bills, not being Railway, Canal or Divorce Bills, 8. 89.

Committees on unopposed Private Bills, not being Railway, Canal or Divorce Bills, 9. 90.

Committee on Divorce Bills, 10.

Members not to be added to Committees, unless by Special Order of the House, 11.

II. Proceedings of Committees:

1. First Sitting of the Committee:

The Committee of Selection to fix the time to, the first sitting of every Committee on a Private Bill, subject to the Order in regard to the interval between the Second Reading and the sitting of the Committee, 95. 178.

2. Committees on Opposed Bills:

When a Form of Declaration to be furnished to Members appointed to serve on Committees, 92.

Declaration of Members, 97.

Committees to proceed with three Members; but not with a less number, without leave, 98.

When proceedings of Committee to commence, 99.

No Member to absent himself, except in case of sickness, or by Order of The House, 100.

When Chairman absent, the next Member on the List of those present to take the Chair, 101.

Proceedings to be suspended if Quorum not present, 102.

Members not present within one hour, or absenting themselves, to be reported to the House, 103.

Absence

COMMITTEES ON PRIVATE BILLS—continued.**II. Proceedings of Committees**—continued.**2. Committees on Opposed Bills**—*contd.*

Absence of Quorum by death, or otherwise, to be reported, 104.

Questions to be decided by majority of voices, and Chairman to have second or casting vote, 105.

Committee on Group of Bills to consider that Bill first which Committee of Selection or General Committee shall have named, 106.

And from time to time to appoint day for consideration of remaining Bills, of which Clerk of Committee to give Notice, *ib.*

Causes of Adjournment of Committee to be specially reported, 107.

When to consider Petitions and hear Parties against Bills, 108–113.

When opposed Bills may be treated by the Committee as unopposed, 114.

Instruction to the Committee on certain classes of Railway Bills to insert provisions in the Bill, 135.

3. Committees on Unopposed Bills :

Quorum of Committee, 9.

Chairman of Committee of Ways and Means may report special circumstances, or that a Bill ought to be treated as opposed, 74.

4. Committees on Bills, whether Opposed or Unopposed :

Filled-up copies of Bill to be laid before each Member of the Committee, 115.

Local Member not to vote on Unopposed Bills, 116.

Names of Members attending to be entered on the Minutes of the Committee, 117.

Committee not to inquire into compliance with any Standing Orders which are directed to be proved before the Examiner, 118.

The Committee may admit Affidavits in proof of compliance with such Standing Orders as are required to be proved before them, 119.

Consents, how to be proved before them, 120.

Clauses and Provisions to be inserted in Private Bills by Committees, 122–124.

Railways.—Orders regulating Proceedings of Committees on Railway Bills, 130–146.

Letters Patent.—The like as to Committees on Letters Patent Bills, 147.

Inclosure and Drainage Bills.—The like as to Committees on Inclosure and Drainage Bills, 148–154.

Turnpike Roads (Ireland).—The like as to Committees on Turnpike Road Bills (Ireland), 155.

5. Select Committee on Divorce Bills :

What Evidence to require, 157.

Petitioner for Bill to attend Committee, 158.

Committee to report Bill in all cases, 159.

COMMITTEES ON PRIVATE BILLS—continued.**III. Notices in the Private Bill Office, and Lists of Committees :**

Notice to be given of sitting of Committee on the Bill, 204.

Notice of Postponement, 206.

Notice of Adjournment, 207.

Daily Lists of Committees sitting, to be prepared and hung up in the Lobby, 217.

Committees, Public (Select) : Orders as to, p. 82.

Committees, Whole House :

Reports from, to be brought up without any question put, p. 81.

Companies :

Bills for incorporating or giving powers to, included in the 1st Class of Private Bills, 12.

Competition :

The Committee on a Bill to admit Petitioners to be heard against a Bill, on the ground of Competition, 110.

Completion of Line :

Bond to be entered into by Railway Companies for, 135.

Consents (Private Bills) :

How the Consents of Parties concerned in any interest may be proved, 120.

Copies of Estimate, Subscription Contract, &c. :

To be printed at the expense of the Parties, and delivered at the Vote Office for the use of Members, and Private Bill Office for the use of Agents, previous to the deposit of the Petition for a Bill, 40.

Copy of printed Bill in certain cases to be deposited at the Board of Trade, Admiralty, &c. on or before 31st December, 41.

Corporation Property. See *Crown, Church, or Corporation Property.*

Corporations. See *Charters and Corporations.*

Costs. See *Taxation of Costs on Private Bills.*

Counsel :

Petitioners depositing a Petition against a Bill in the Private Bill Office, praying to be heard by themselves, their Counsel or Agents, to be heard before the Committee on the Bill accordingly, 177.

Counsel to Mr. Speaker :

To assist the Chairman of Ways and Means in the examination of all Private Bills, whether opposed or unopposed, 72.

See also *Ways and Means, Chairman of Committee of.*

County Rates :

Bills relative to, included in the 1st Class of Private Bills, 12.

County

County or Shire Hall, Court House:

Bills relative to, included in the 1st Class of Private Bills, 12.

Cross Sections:

When to be furnished, and what shall be shown thereby, 53.

Crossings (Railway). See Level Crossings.

Crown, Church, or Corporation Property:

Bills respecting, included in the 1st Class of Private Bills, 12.

Notices to be served, in Bills relating thereto, upon Owners and Lessees, for lives or 21 years, 24.

See also *Estate Bills*.

Crown, Debts due to the:

Orders as to applications for compounding, releasing, &c., p. 77.

Curves:

A Memorandum of the Radius of every Curve not exceeding one mile in length, to be noted on the Plan of every Railway in furlongs and chains, 45.

Committees on Railway Bills to report specially thereon, 134.

Custody of Documents:

Act to compel Clerks of the Peace and others to take the custody of Documents required to be deposited by the Standing Orders of either House of Parliament, *App. (B.)*, p. 73.

Custody of Monies:

Act providing for custody of monies paid in pursuance of Standing Orders, *App. (C.)*, p. 74.

Custody of Private Bills:

In whose custody Private Bills are to be kept, 200.

Cuts, Canals, Reservoirs, Aqueducts, and Navigations, &c.:

Bills for making, maintaining, varying, extending or enlarging, included in the 2d Class of Public Bills, 12.

Notices by Advertisement to contain certain particulars, 17.

Section and Duplicate to be deposited, together with Plan and Book of Reference, with Clerks of Peace and Sheriff Clerks, &c., 28.

And in the Private Bill Office, 33.

And so much thereof as relates to each Parish, with the Parish Clerk, or in Scotland with the Schoolmaster, 34.

The Plan to describe the Brooks and Streams to be diverted, 44.

Section to exhibit the Height of Embankments and Depth of Cuttings, 48.

Cuts, Canals, Reservoirs, Aqueducts, and Navigations, &c.—continued.

Section to show a datum horizontal line, to be the same throughout the whole length of the Work, and to be referred to a fixed point near either Termini, 48.

In the case of Navigations, the Sections to specify the Levels of both Banks of the River, 49.

Where water-level of any Canal crossed by a Railway will be altered, such alteration to be shown by Cross Sections, 53.

Cuttings:

The Depth of every Cutting to be exhibited on the Section, 48.

Extreme Depth of every Cutting exceeding Five feet to be marked on the Section of every Railway, and on each side of any intervening Tunnel, 54.

D.

Datum Horizontal Line:

To be the same throughout the whole length of the Work, and to be referred to some fixed point stated in writing on the Section, near either of the Termini, 48.

In the case of Railways, the distances on Datum Line to be marked in miles and furlongs, to correspond with those on the Plan, and a Vertical Measure from the Datum Line to the Line of Railway to be marked at each change of Gradient, &c., 51.

Day Sitzings of the House. See Sitzings of the House.

December:

Applications to be made to Owners, Lessees and Occupiers on or before 15th December, 20.

If sent by post, to be posted on or before 12th December, 21.

Notices to be given to Owners and Occupiers of Houses on or before 15th December in the cases of any Bill for a Burial Ground or Cemetery, or for Gas Works, 25.

Deposits to be made on or before 31st December, 36-42.

Declaration:

Printed Copies to be deposited in the Vote Office and Private Bill Office, 40.

Cases in which a Declaration may be delivered in lieu or in aid of a Subscription Contract, 61.

Cases in which a Declaration and Estimate of Rates, Duties, or Revenue may be substituted for Subscription Contract, 62.

Declaration of Agents. See Agent's Declaration.

Declaration of Members:

Blank Form of Declaration to be transmitted to every Member when appointed to serve on a Committee on a Private Bill, 92.

The Name of every Member to be reported to The House if he return no answer, 93.

Declaration to be signed by Members, 97.

And no Committee to proceed to business until declaration be signed, *ib.*

Deposit

Deposit of Documents :

Documents required to be deposited, and times and places of deposit, viz. :

Deposits on or before 30th November, 28-35.

Deposits on or before 31st December, 36-41.

No deposit to be valid if made on Sunday or Christmas-day, or before Eight in the forenoon or after Eight in the afternoon, 42.

Time for making deposits in Private Bill Office, 216.

See also *Memorials. Petitions against Private Bills. Petitions relating to Private Bills.*

Deposit of Money :

One-twentieth part of the amount required to be subscribed, and in the case of Railway Bills, one-tenth, to be deposited with Court of Chancery in England, Court of Exchequer in Scotland, or Court of Chancery in Ireland, before 15th January, 63, 64.

Clause to be inserted in every Railway Bill, prohibiting the transfer back of the Deposit Money until the completion of the Railway, or a Bond is entered into for the same, 135.

Clause to be inserted in every Railway Bill prohibiting payment of deposits required by the Standing Orders out of capital raised under existing Acts, 145.

Act to provide for the custody of monies paid in pursuance of the Standing Orders, *App. (C.)* p. 74.

Deputy Speaker :

Performance of duties by the Chairman of the Committee of Ways and Means, as Deputy Speaker, in the event of the unavoidable absence of Mr. Speaker, p. 81.

Deviation, Limits of :

To be defined upon the Plan, and all Lands included within the same to be marked thereon, 43.

Book of Reference to contain the names of Owners, Lessees and Occupiers of lands and houses within the limits of deviation, 47.

Directors of Railway Companies :

Their names, residences and number of shares to be reported by Committee on the Bill, 134.

Dispensing with Standing Orders. See *Petitions for Dispensation, &c.*

Distances :

In Plans of Railways, the distances to be marked in miles and furlongs from one of the Termini, 45.

And on the Datum Line of the Section, to correspond with those on the Plan, 51.

Diversion, Widening or Narrowing of Roads, &c. :

The course and extent of diversion, widening or narrowing of any turnpike-road, public carriage-road, navigable river, canal or railway to be marked upon the Plan, 46.

Dividends :

Not to be authorized on shares until the completion of the line for traffic, 135, 141.

Divisions :

Order as to Divisions in the House, p. 82.

In (Public) Select Committees, *ib.*

Divorce Bills :

Appointment of the Select Committee on Divorce Bills, 10.

Every Divorce Bill after Second Reading and Commitment to be referred to the Select Committee on Divorce Bills, 175.

What evidence to be given before the Select Committee on Divorce Bills, 157.

When Petitioner for Bill to attend Committee, 158.

Committee to report Bill in all cases, 159.

To be charged one-half only of the usual fees, p. 85.

Docks, Harbours, Navigations, Piers and Ports :

Bills for making and maintaining, included in the 2d Class of Private Bills, 12.

Printed copy of Bill to be deposited at the Admiralty and the Board of Trade, 41.

Railway Companies not to acquire any Docks, &c., unless the Committee on the Bill report that such restriction ought not to be enforced, 133.

Documents, Custody of :

Act to compel Clerks of the Peace, and others, to take the custody of Documents required to be deposited by the Standing Orders of either House of Parliament, *App. (B.)*, p. 73.

Doors of the House :

When to be closed on House proceeding to a Division, p. 81.

Drainage Bills :

Included in the 2d Class of Private Bills, 12.

Consent Bill and Statement of Value of Property, of Assents, Dissents and Neuters, to be delivered in to the Committee on the Bill, 150.

Dublin Gazette. See *Gazette.*

Duplicates of Plans and Sections. See *Plans, 1. Sections.*

E.

Edinburgh Gazette. See *Gazette.*

Embankments :

Bills for making and maintaining, included in the 2d Class of Private Bills, 12.

The Section to exhibit the height of every embankment, 48.

Extreme height thereof, when exceeding Five feet, to be marked in figures on the Section of every Railway, and on each side of any intervening bridge or viaduct, 54.

Engineering

Engineering Fitness of Railways :

To be reported generally by the Committee on a Railway Bill, 134.

Engineers :

The names of Engineers examined to be reported by Committee, 134.

Enlarged Plans :

To be added of any building, yard, court-yard, or land within the curtilage of any building, or of any ground cultivated as a garden, 43.

Estate Bills :

All Estate Bills brought from the Lords to be referred to the Examiner of Petitions for Private Bills, 165.

Three clear days between the Second Reading of Estate Bills (not being Bills relating to Crown, Church, or Corporation Property) and the sitting of the Committee thereupon, 178.

One clear day's notice of the day and hour appointed for the Meeting of the Committee to be given by the Clerk to the Committee of Selection to the Clerks in the Private Bill Office, 204.

Estate Bills to be charged one-half only of the usual fees, *p.* 85.

Estimate of Expense :

Estimate of the expense of the undertaking under each Bill of the 2d Class to be made, and subscription to be entered into, to three-fourths the amount thereof, 56.

Printed copies to be deposited in the Vote Office and Private Bill Office previously to the deposit of Petition for Bill, 40.

The Committee on a Railway Bill to report specially thereon, 134.

See also *Deposit of Money.*

Estimate of Rates, &c. :

To be substituted for Subscription Contract in cases where the work is to be made out of money to be raised upon the security of rates, duties, &c., 62.

" Examination Book : "

How to be kept in the Private Bill Office, 200.

Examination of Private Bills :

All Private Bills to be examined by Clerks in the Private Bill Office, between the First and Second Reading, 202.

Bills sent to the Lords to be endorsed with Certificate of Examination, 214.

Examiners of Petitions for Private Bills :

Appointed by Mr. Speaker, 1.

Standing Orders, compliance with which is to be proved before them, 13-64.

To commence the examination of Petitions on the 25th January, 65.

Examiners of Petitions for Private Bills—continued.

One of the Examiners to give at least Seven clear days' notice of the day appointed for the examination of each Petition ; and if the parties do not appear, he is to strike the Petition off the List, 66. 199.

To hear parties on Memorials complaining of non-compliance with the Standing Orders, 67.

To entertain Memorials complaining of non-compliance with the Standing Orders in reference to Petitions for additional Provision, and Estate Bills from the Lords, although the party affected shall not have signed the same, 197.

To admit affidavits in proof of compliance with the Standing Orders, 68.

To indorse each Petition for a Private Bill, and when Standing Orders not complied with, to report also to the House, 69.

To give Two clear days' notice of examination of Petitions for additional Provision, of Estate Bills from the Lords, and of Bills introduced by leave in lieu of other Bills withdrawn, and to report whether the Standing Orders have or have not been complied with, 70. 199.

In certain cases to make a special Report, 71.

All Petitions for additional Provision, Estate Bills from the Lords, and Bills introduced by leave in lieu of other Bills withdrawn, to be referred to the Examiners, 165.

All Reports in which he shall report that the Standing Orders have not been complied with, and all Special Reports of the Examiner, to be referred to Standing Orders Committee, 166.

Daily Lists of Petitions for Private Bills on which the Examiners are appointed to sit, to be prepared and hung up in the Lobby, 217.

F.

Fees, Tables of :

To be charged at the House of Commons, *pp.* 85-87.

What Bills are to be deemed Private Bills within the meaning of the Table of Fees, *p.* 86.

The Table of Fees to be a Standing Order, *p.* 87.

Fences :

To be made on each side of every Bridge thrown over a Line of Railway, 131.

Ferries :

Bills relative to, included in the 1st Class of Private Bills, 12.

But in the 2d Class where any work is to be executed, *ib.*

No Railway Company to acquire any Ferry unless the Committee on the Bill report that such restriction ought not to be enforced, 133.

Filled-up Bill :

To be deposited in Private Bill Office, 205.

First-class of Private Bills :

What Bills included therein, 12.

First

First Reading of Private Bills:

Time limited for, 163.

Interval between 1° and 2° Reading, 171.

First Reading of Public Bills:

Orders as to, *pp.* 80, 81.

Fisheries:

Bills relating to, included in the 1st Class of Private Bills, 12.

G.

Gaols and Houses of Correction:

Bills relative to, included in the 1st Class of Private Bills, 12.

Gardens:

Enlarged Plan, on a scale of not less than a quarter of an inch to every 100 feet, required in the case of any ground cultivated as a garden, 43.

Gas Works:

Notice to be given on or before 15th December to the Owner and Occupier of every dwelling-house within 300 yards, 25.

Gazette (London, Edinburgh or Dublin):

Publication of Notices therein, directed, 19.

A copy of the *Gazette* Notice to be deposited, together with Plans, Sections and Books of Reference, with Clerks of Peace, Parish Clerks, and elsewhere, 35.

General Committee on Railway and Canal Bills:

Constitution of the Committee; Nomination of Members; Quorum, 4.

Members discharged from attendance, and others substituted in their room, 5.

Chairman appointed, *ib.*

The General Committee to appoint from among themselves the Chairman of each Committee on a Railway or Canal Bill, or Group of such Bills, 6.

See also *Railway Bills*, 5.

General Inclosure Act (41 Geo. 3, c. 109):

Proof of Notices and Allegations may be admitted by affidavit, taken according to the form prescribed in this Act, 148.

General List of Petitions:

To be kept in the Private Bill Office, and each Petition numbered, 195.

General Railway Act:

Clause to be inserted in every Railway Bill, providing that the Railway shall not be exempt from any general Act, 146.

Gradients:

Proportion or rate of inclination between each change of gradient to be marked upon the Section of every Railway, 51.

Committees on Railway Bills to report specially whether the gradients be generally favourable or otherwise, and the steepest gradient, exclusive of inclined planes, 134.

Groups:

Committee of Selection to group all Private Bills not being Railway or Canal Bills, and to report the same to the House, 85.

And the General Committee on Railway and Canal Bills to group all Railway and Canal Bills, *ib.*

Committee on each Group to consider that Bill first which the Committee of Selection or the General Committee shall have named, 106.

And from time to time appoint days for consideration of remaining Bills, *ib.*

H.

Harbours. See *Docks, Harbours, &c.*

Home Department. See *Secretary of State for the Home Department.*

House:

Orders regulating the practice of the House with regard to Private Bills, 160-192.

Standing Orders relative to Public Matters, *p.* 77 *et seq.*

Houses of Correction. See *Gaols, &c.*

I.

Improvement of Towns. See *Paving, &c.*

Inclosure Bills:

Included in the 1st Class of Private Bills, 12.

Notices and allegations to be proved by affidavit, 148.

Consent Bill, and Statement of Value of Property, of Assents, Dissents and Neuters, to be delivered in to the Committee, 149.

Clause to be inserted for leaving open space for exercise and recreation, 151.

Consent Bill to contain names of Commissioners and compensations for manorial rights, tithes and enfranchisement of copyholds, 152.

Disqualification of Commissioners, Umpires, Surveyors or Valuers, 153.

Clauses to be inserted for settling pay of Commissioners and passing their accounts, 154.

India, Revenues of:

Order as to the recommendation of the Crown before any Petition is received or any Motion for a Charge upon the Revenues proceeded upon, *p.* 77.

Instructions:

To Committees of the Whole House on Public Bills, *p.* 81.

Italics: See *Blanks (in Public Bills).*

J.

January:

Deposits of Money to be made on or before 15th January, 63.

Examiners of Petitions for Private Bills to commence their sittings on 25th January, 65.

Joint

Joint Stock Companies:

Documents to be deposited in the case of Bills of the 1st Class for incorporating Joint Stock Companies, 39.

L.

Lease of Railways. See *Purchase, &c. of Railways.*

Lessees. See *Lists of Owners, &c. Notices to Owners, &c.*

Letters of Members: Orders as to, p. 79.

Letters Patent Bills:

Included in the 1st Class of Private Bills, 12.

Name of the invention, in capital letters, to be prefixed to the Notice, 18.

And also a description of the invention and term of duration of the Letters Patent, *ib.*

Copy of Letters Patent to be annexed to any Bill for confirming the same, 147.

Level Crossings (Railways):

To be so described on Section, and whether level will be unaltered, 52.

Not to be permitted, unless the Committee report that such a restriction ought not to be enforced, 132.

Lighting of Towns. See *Paving, &c.*

List of Petitions. See *General List of Petitions.*

Lists of Committees:

Daily Lists of Committees and of Examiners sitting to be hung up in the Lobby, 217.

Lists of Owners, Lessees and Occupiers:

How to be prepared, 23.

To be deposited in Private Bill Office on or before 31st December, 38.

Loans. See *Mortgage.*

Local Courts:

Bills for constituting, included in the 1st Class of Private Bills, 12.

Local Interest:

Committees on Railway and Canal Bills to be composed of Members not locally interested, 7.

The like in regard to Committees upon opposed Private Bills, 8. 89.

How to be represented in Committees upon unopposed Private Bills, 9. 90.

Declaration of Members, 97.

Members added in respect of local representation not to vote, 116.

London Gazette. See *Gazette.*

Lords' Amendments to (Private) Bills:

Copy of Lords' Amendments, and of proposed Amendments thereto, to be laid before the Chairman of the Committee of Ways and Means and the Counsel to Mr. Speaker, 78.

Lords' Amendments to (Private) Bills—continued.

Lords' Amendments, and proposed Amendments thereto, to be printed at the expense of the parties, and circulated with the Votes prior to consideration thereof, 187.

Lords' Amendments, when agreed to, to be entered in the printed copy of the Bill as amended by the Committee, 213.

Notice of consideration thereof, and of any Amendments thereto, 215.

Lords' Amendments to (Public) Bills:

Order as to consideration thereof, p. 81.

Lords' Journals:

Notice of intention to appoint Committee to inspect Lords' Journals with relation to proceedings upon a Private Bill, to be given to the Committee Clerks, 189.

M.

Maps:

In the case of Railway Bills, a published Map (of a certain scale), with the Line of Railway delineated thereon, to be deposited with the Clerk of the Peace, &c., 31, 32.

Markets and Market Places:

Bills for erecting, improving, maintaining or regulating, included in the 1st Class of Private Bills, 12.

Members:

To receive notice of the week in which their attendance will be required for serving on Committees, 91.

To receive sufficient notice of appointment, with a declaration in those cases where required, 92.

Members to be reported to The House, if they do not return the declaration filled up and signed, 93.

One Member may be substituted for another before the first meeting of a Committee, 94.

No Member to absent himself, except in case of sickness, or by Order of the House, 100.

Order as to Members' places in the House, p. 79.

As to Members' letters, *ib.*

As to attendance of Members at Select Committees, p. 82.

See also *Committees on Private Bills. Declaration of Members. Local Interest. Vote Office.*

Memorials:

Parties to be entitled to appear and to be heard before the Examiners on Memorials complaining of non-compliance with Standing Orders, 67.

When such Memorials are to be deposited, and copies to be furnished, 196-198.

Memorials may be withdrawn on depositing requisition to that effect in the Private Bill Office, 173.

Minutes

Minutes of Committees on Private Bills:

To be brought up and laid on the Table with the Report of the Bill, 129.

*Morning Sitzings. See Twelve o'clock Sitzings.**Mortgage:*

No Railway Company to raise by loan or mortgage more than one-third of their capital, and none to be so raised until 50 per cent. of capital has been paid up, 130.

Municipal Authorities:

To be admitted to be heard before the Committee on any Railway or Canal Bill on their Petition against such Bill, 113.

N.

Name Bills:

Not to be printed, 170.

Three clear days between the Second Reading of Name Bills and the Sitting of the Committee thereupon, 178.

One clear day's notice of the day and hour appointed for the meeting of the Committee, to be given by the Clerk to the Committee of Selection to the Clerks in the Private Bill Office, 204.

To be charged one-half only of the usual fees, p. 85.

*Narrowing of Roads, &c. See Diversion, &c., of Roads, &c.**Naturalization Bills:*

To be charged one-half only of the usual fees, p. 85.

*Navigations. See Cuts, Canals, &c. Docks, Harbours, &c.**Newspapers:*

Publication of Notices therein, directed, 19.

See also *Gazette*.

Non-appearance of Parties:

Course to be pursued in cases of opposed Private Bills in which no Parties shall appear on their Petitions against such Bills, 114.

Notices by Advertisement:

Notices to state objects of Bill, and powers to be sought thereby, 14.

Also to contain the names of parishes, &c., 15.

In cases of Cuts, Canals, Reservoirs, Aqueducts and Navigations, 17.

And Letters Patent, 18.

When and where to be published, 19.

*Notices of Motions: Orders relative to, p. 80.**Notices to Owners, Lessees and Occupiers:*

To be served, in Bills relating to Crown, Church or Corporation property, upon Owners and Lessees for lives or 21 years, 24.

In the case of any Burial-ground or Cemetery or Gas-works, Notice to be given to the Owner and Occupier of every dwelling-house within 300 yards, 25.

Notices to Owners, Lessees and Occupiers—continued.

Notice of the relinquishment of works to be served upon Owners, Lessees and Occupiers, 26.

How such Notices to be served, and service proved, *ib.*

No Notice to be given or application to be made on Sunday or Christmas Day, or before Eight in the forenoon or after Eight in the afternoon, 27.

See also *Application to Owners, &c.*

Notices in the Private Bill Office:

Time for delivering Notices in Private Bill Office, 216.

See also the several Proceedings in respect of which Notices are required.

November:

Notices to be published in, 19.

Deposits to be made on or before 30th November, 28-35.

O.

October:

Notices to be published in, 19.

*Office of Speaker. See Speaker.**Opposed Private Bills:*

What Bills to be considered opposed, 88.

When opposed Private Bills may be treated as unopposed, 114.

Appointment and constitution of Committees on opposed Private Bills, 8. 89.

Proceedings of Committees on Private Bills, 97-114.

Table of Fees payable by the opponents of a Private Bill, pp. 85, 86.

See also *Committees on Private Bills. Ways and Means, Chairman of Committee of.*

*Orders of the Day: Orders relative to, pp. 80, 81.**Owners, Lessees and Occupiers. See Lists of Owners, &c. Notices to Owners, &c.*

P.

Parish Clerks:

Parish Plan, Section and Book of Reference to be deposited with, on or before 30th November, 34.

Paving, Lighting, Watching, Cleansing or Improving Towns:

Bills for, included in the 1st Class of Private Bills, 12.

*Pecuniary Penalties: Order as to, p. 78.**Petitions for Grants of Public Money: Orders relative to, p. 77.**Petitions for Private Bills:*

Petition for Bill, and how to be signed, 36. 160.

With

Petitions for Private Bills—continued.

With Agent's declaration and printed copy of Bill annexed, to be deposited in the Private Bill Office on or before 31st December, 36.

Such Petition, Bill and Declaration, to be open to the inspection of all parties *ib.*

Printed Copies of the Bill to be delivered therewith for the use of Members or Agents applying for the same, 36.

To be indorsed by one of the Examiners, 69.

When any Petition struck off the General List of Petitions, the Committee on Standing Orders to report whether it ought to be re-inserted, 82. 167.

To be presented not later than Three clear days after the same have been indorsed by the Examiner, 161.

A list of, to be kept in the Private Bill Office, to be called the "General List of Petitions," 195.

See also *Examiners of Petitions for Private Bills.*

Petitions against Private Bills:

Not to be considered by the Committee on the Bill unless the grounds of objection be distinctly specified, 108.

Petitioners against Bill not to be heard unless Petition be prepared in strict conformity to the Rules of The House, and presented not less than Seven clear days after Second Reading, &c., 109.

Committee to admit Petitioners to be heard against a Bill on the ground of competition, 110.

In what cases Shareholders are to be heard, 111.

In what cases Railway Companies are to be heard, 112.

Also Municipal Authorities and Inhabitants of Towns, &c., 113.

To be presented, by being deposited in the Private Bill Office, either previous to, or not later than Seven clear days after, Second Reading, 109. 172.

In the case of Railway Bills, the Committee to report the main allegations thereof, 134.

To stand referred to the Committee on the Bill, if deposited either previous to, or not later than Seven clear days after, the Second Reading of such Bill, or if deposited under Standing Order 109; 177.

Petitions relating to Private Bills:

To be presented to The House by being deposited in the Private Bill Office, 172.

Name of Bill to be written on every Petition, with statement whether the same be in favour of or against the Bill, *ib.*

Any Petitioner may withdraw his Petition, on depositing a requisition to that effect in the Private Bill Office, 173.

Petitions for additional Provision:

Examiner to give Two days' notice, and to report whether Standing Orders have been complied with or not, 70.

Not to be received, unless a copy of the proposed Clauses be annexed, 164.

All such Petitions to be referred to the Examiner of Petitions for Private Bills, 165.

Petitions for Dispensation, &c.:

Petitions for dispensing with Sessional or Standing Orders, and for re-insertion of Petitions in the General List of Petitions, and Petitions opposing the same, to be presented to The House by depositing the same in the Private Bill Office, 167.

And to be referred to the Standing Orders Committee, *ib.*

Who are to report thereon, 81.

Petitions, Public: Orders as to the presentation of, p. 78.

Piers. See *Docks, Harbours, &c.*

Places of Members: Order as to, p. 79.

PLANS:

1. *Deposit of Plans, Sections and Books of Reference.*

2. *Form in which Plans are required to be prepared.*

3. *Authentication of Copies thereof.*

1. *Deposit of Plans, Sections and Books of Reference:*

Plan and Duplicate, with Book of Reference, and Section and Duplicate, to be deposited with Clerks of Peace or Sheriff Clerks on or before 30th November, 28.

Clerks of Peace or Sheriff Clerks to indorse a Memorial on Plans, &c., stating time of Deposit, 29.

In case of Tidal Lands, Plans and Sections to be deposited at the Admiralty on or before 30th November, 30.

In Railway Bills, Map to be deposited with Plans, &c. with the Clerks of Peace or Sheriff Clerks, 31.

In Railway Bills, Plans, Sections, Books of Reference and published Map to be deposited at the Office of the Board of Trade, on or before 30th November, 32.

Deposit of Plans, Sections and Books of Reference; and in the case of Railways, a published Map, at Private Bill Office, on or before 30th November, 33.

Copies of so much thereof as relates to each Parish, to be deposited with Parish Clerk, &c., on or before 30th November, &c., 34.

And copy of Gazette Notice, with Plans, Sections, &c., 35.

Receipt of, to be acknowledged by one of the Clerks in the Private Bill Office, 195.

2. *Form in which Plans are required to be prepared:*

To describe the line or situation of the whole of the Work, and the Lands in or through which it is to be made, and limits of deviation, and all Lands within the same to be shown, 43.

Enlarged Plan in certain cases, *ib.*

3. *Authentication*

PLANS—continued.**3. Authentication of Copies thereof:**

To be signed at length by Chairman of Committee, and every alteration with his initials, 125.

Plan and Book of Reference certified by The Speaker, in pursuance of any Act of Parliament, to be verified as The Speaker shall direct, 218.

Police:

Bills relative to, included in the 1st Class of Private Bills, 12.

Poor and Poor Rate:

Bills relative to, included in the 1st Class of Private Bills, 12.

*Ports. See Docks, Harbours, &c.**Post Office:*

Service of applications by post, and evidence thereof, 21, 22, 23. 27.

Postponement of Committees:

The Committee Clerk to give notice of postponement in the Private Bill Office, 106. 206.

See also *Adjournment of Committees*.

*Prayers: Order as to, p. 79.**Preamble of Private Bills:*

When any alteration has been made in the Preamble of any Bill, such alteration, together with the ground of making it, to be specially reported, 128.

Preference Shares:

In Railway Bills granting preference in payment of interest, &c., provision to be made that the same shall not prejudice former grants of preference, 137.

And no such Company to be authorized to alter the terms of any preference except under special circumstances, 138.

Presentation of Private Bills:

Form in which Private Bills are to be presented to The House, 162, 168, 169.

No Bill to be read 1^o unless presented not later than Three clear days after the presentation of the Petition for leave to bring in the same, 163.

Principal Sheriff Clerk (Scotland):

Deposit of Documents in his Office, 28, 29, 31, 32. 35.

Printed Copies of Private Bills:

Every Private Bill (except Name Bills) to be printed, and copies delivered to Door-keepers before the First Reading, 170.

Printed copies of the Bill to be delivered at the Private Bill Office on or before 31st December, for the use of any Member or Agent applying for the same, 36.

Printed copy of every Railway and Canal Bill, and of every Bill for incorporating or giving powers to any Company, to be deposited at the Board of Trade on or before 31st December, 41.

Of every Bill relating to Docks, Harbours, &c. at the Admiralty and at the Board of Trade, *ib.*

And of every Turnpike Bill at the Home Office, 41.

Printed Copies of Private Bills—continued.

Printed copies of Private Bills to be laid before the Committee of Selection and General Committee at the First Meeting of the said Committees held after 10th January, 84.

Every Private Bill, as amended in Committee, to be printed, and copies delivered to the Door-keepers Three clear days before the consideration of the Bill, 181.

Bill to be printed fair after Third Reading, at the expense of the parties applying for the same, 188.

Bill printed, as amended in Committee, to be examined, 210.

See also *Votes*.

Private Bill Office:

Notices of intended application for Private Bill to specify time when copies of the Bill will be deposited in the Private Bill Office, 14.

Documents required to be deposited in the Private Bill Office on or before 30th November; viz. Plans, Sections, and Books of Reference, and in the case of Railways, published Map, 33.

Also, Copy of Gazette Notices, 35.

Documents required to be deposited in the Private Bill Office on or before 31st December; viz. Petition for Bill, with Agent's Declaration, and printed copy of Bill annexed, 36.

Also printed copies of the Bill for the use of Members and Agents applying for the same, *ib.*

Estimates, copies of Subscription Contracts and Declarations, and Lists of Owners, Lessees and Occupiers, 38.

Lists of Assents, Dissents and Neuters, 23. 38.

Documents to be deposited in the case of Bills of the 1st Class, for incorporating Joint Stock Companies, 39.

Printed copies of Estimate, Subscription Contract and Declaration to be delivered at the Private Bill Office previous to the deposit of the Petition for a Bill, 40.

Two days' notice of day appointed by the Committee on each Group, for entering upon the consideration of each Bill in such Group, to be given by Clerk attending the Committee to the Private Bill Office, 106.

Petition against Bill to be deposited in the Private Bill Office either previous to, or not later than Seven clear days after, the Second Reading, 109.

Petitions in favour of, or against, or otherwise relating to, Private Bills to be presented to The House, by being deposited in the Private Bill Office, 172.

Petition may be withdrawn on deposit in the Private Bill Office of requisition to that effect, 173.

Orders regulating the Practice of the Private Bill Office, 193–218.

Private Bill Register:

How to be kept by the Clerks in the Private Bill Office, 193.

Private Bills:

Orders regulating the Practice of The House with regard to Private Bills, 160–192.

Private Bills—continued.

To be brought in upon Petition, signed by the Parties, and indorsed by one of the Examiners, 160.

No Private Bill to be passed through two stages on the same day, without special leave, 190.

In whose custody Private Bills are to be kept, 201.

Tables of Fees payable at the House of Commons in regard to Private Bills, *p.* 85–87.

What Bills are to be deemed Private Bills within the meaning of the Table of Fees, *p.* 86.

Public Bills:

Orders as to 1^o Reading and Printing of, *p.* 80.

Course to be pursued in Committee, *p.* 81.

Public Matters: Standing Orders relative to, *p.* 77 *et seq.*

Public Money:

Orders relating to Applications for Public Money, *p.* 77.

Public Petitions:

Orders relative to the presentation of, *p.* 78.

Publication of Notices. See *Gazette. Notices by Advertisement.*

Purchase, Sale, Lease, and Amalgamation of Railways:

No powers for such purposes to be contained in any Bill for the construction of a Railway, 139.

And such powers not to be given until proved to the satisfaction of the Board of Trade that one-half the capital has been paid up and expended by the respective Companies proposing to amalgamate, 140.

The amount of capital created by amalgamation not to exceed the sum of the capitals of the Companies so amalgamated, 142.

No addition to be made to the capital of the purchasing Company beyond the capital of the Railway purchased, 143.

Q.

Questions (Public Bills, &c.):

In certain cases to be discontinued, *p.* 81.

Quorum of Select Committees (Public): Order as to, *p.* 83.

R.

RAILWAY BILLS:

1. Generally.

2. Documents to be deposited.

3. Form in which Plans and Sections are to be prepared.

4. Estimate, Subscription Contract and Deposit of Money.

5. Constitution and Proceedings of General Committee and Committees on Railway and Canal Bills.

6. Reports of Railway Bills.

RAILWAY BILLS—continued.

1. Generally:

Bills relative to Railways included in the 2d Class of Private Bills, 12.

2. Documents to be deposited:

A Section and Duplicate to be deposited, together with Plan and Book of Reference, with Clerks of the Peace, &c., 28.

And also a published Map, showing the course of the Railway, 31.

And if part of the Work be situate on Tidal Lands, a copy of Plans and Sections at the Office of the Admiralty, 30.

Copy of all Plans, Sections and Books of Reference, and published Map, with the Board of Trade, 32.

And in the Private Bill Office, 33.

A copy of so much of the Plan, Section and Book of Reference, as relates to each parish to be deposited with the Parish Clerk, &c., 34.

And a copy of the Gazette Notice, wherever Plans, Sections and Books of Reference are required to be deposited, 35.

Printed Copy of every Railway Bill to be deposited at the Board of Trade on or before 31st December, 41.

3. Form in which Plans and Sections are to be prepared:

Plan to exhibit the distances in miles and furlongs from one of the termini; a memorandum of the radius of every curve not exceeding a mile, and tunnelling by a dotted line, 45.

Diversion, widening or narrowing of Railways to be shown, 46.

Section to be drawn to the same horizontal scale as the Plan, and to a vertical scale of not less than one inch to every 100 feet; to show the surface of the ground with reference to the datum line, &c., 48.

The Line of Railway marked thereon to correspond with the upper surface of the rails, 50.

Distances to be marked on datum line, and the vertical heights and gradients to be marked, 51.

Height of Railway over or depth under surface of roads, &c. to be marked; height and span of arches, and level crossings, 52.

And when rates of inclination will be altered, such alterations to be explained by Cross Sections, 53.

Embankments and cuttings, 54.

Tunnelling or Viaduct to be shown, 55.

4. Estimate, Subscription Contract and Deposit of Money:

Subscription Contract to be entered into to three-fourths the amount of the Estimate, 56.

What Contract shall comprehend, 57.

Subscription

RAILWAY BILLS—continued.4. *Estimate, &c.*—continued.

Subscription Contract to be entered into subsequent to commencement of Session previous to that in which application is made for the Bill, 59.

Subscription Contract to be entered into in all cases of application by existing Railway Companies for powers to construct Branches or Extensions, or to contribute towards the expense of constructing other Lines of Railway, 60.

Cases wherein Declaration may be deposited in lieu or in aid of Subscription Contract, 61.

Cases wherein Declaration and Estimate of amount of Rates may be substituted for Subscription Contract, 62.

One-tenth part of the amount required to be subscribed to be deposited, 64.

5. *Constitution and Proceedings of General Committee and Committees on Railway and Canal Bills:*

Constitution of General Committee on Railway and Canal Bills; Nomination of Members; Quorum, 4.

Members discharged from attendance thereon, and others substituted in their room, 5.

Appointment of Chairman of Committee, *ib.*

The General Committee to appoint from among themselves the Chairman of each Committee on a Railway or Canal Bill, 6.

And may change such Chairman, *ib.*

Constitution of Committees on Railway and Canal Bills, 7.

In what cases Railway Companies shall be entitled to be heard before the Committee against a Railway Bill containing provisions for using any part of the Line, &c. of such Company, 112.

Committee on any Railway or Canal Bill to admit Petitioners, being municipal authorities or inhabitants of any town or district, to be heard, 113.

Instruction to the Committee on certain classes of Railway Bills to insert provisions for enforcing completion of the Line, 135.

Proceedings of Committees on Railway Bills; matters to be investigated and reported, and provisions to be inserted therein, 130-146.

6. *Reports of Railway Bills:*

On consideration of Report, Chairman of Ways and Means to acquaint the House if the Standing Orders have been observed, 76.

Railway Companies:

In what cases to be heard before the Committee on any Railway Bill against such Bill, 112.

Rates, Tolls, &c.:

To be inserted in Italics in the Printed Bill, 169.

Religion:

Order relative to Bills respecting Religion, *p.* 77.

Relinquishment of Works:

Notice to be served upon Owners, Lessees and Occupiers, 26.

Report of Private Bills:

Allegations of Bills to be reported, 127.

And Preamble and Clauses and any alteration of Preamble to be specially reported, 128.

Minutes of Committee to be laid on the Table with the Report, 129.

The Report on every Private Bill to lie upon the Table, and when no Amendments have been made, and not a Railway Bill, Bill to be ordered to be read a Third time, 180.

Every other Bill to be ordered to lie upon the Table, *ib.*

Bill to be printed after the Report, 181.

Committee Clerk, after Report is made out, to deliver in Private Bill Office a printed Copy of Bill, with written Amendments made by Committee, 209.

Reports (Private Bills), Consideration of:

On consideration of Report of Railway Bills, Chairman of Ways and Means to inform The House if the Standing Orders have been observed, 76.

Three clear days, in the case of Private Bills ordered to lie upon the Table, to intervene between the Report and consideration of the Bill, 182.

Unless Chairman of Committee of Ways and Means acquaint House whether Bill contains the provisions required by the Standing Orders, *ib.*

Reports from Committees of the Whole House:

To be brought up, without question put, *p.* 81.

*Reservoirs. See Cuts, Canals, &c.**Revenues of India. See India, Revenues of.**Roads:*

If any Turnpike Road or Public Carriage Road is to be diverted, widened or narrowed, the course of such diversion, and extent of such widening or narrowing, shall be marked on the Plan, 46.

Where Line of Railway crosses any Turnpike Road, Public Carriage Road, &c., the height over or depth under, and the height and span of every arch by which the Railway will be carried over the same, to be marked in figures, 52.

And Level Crossings to be shown, *ib.*

Where rate of inclination of any Road crossed by a Railway will be altered, such alteration to be shown by Cross Sections, 53.

Level of Roads when altered by any Public Work, 124.

Ascent

Roads—continued.

Ascent of Roads, where the level is altered, limited, in the case of Railways, unless a Report from an Officer of the Railway Department recommending the same be laid before the Committee, 131.

The like in regard to Roads crossed on a level, 132.

Fence of four feet high to be made on each side of every Bridge erected, 133.

See also *Turnpike Roads*. *Turnpike Roads (Ireland)*.

S.

Sale of Railways. See *Purchase, &c. of Railways*.

Sand Glass:

Use thereof, in Divisions of the House, p. 82.

Saturday Sitzings:

Order referring to, p. 80.

Scale for Plans, Sections and Cross Sections and Maps:

Plans.—Scale for Plans to be not less than Four inches to a mile, and buildings, yards, court-yards and gardens to be on an enlarged scale of not less than a quarter of an inch to every 100 feet, 43.

Sections.—The Horizontal Scale for every Section to be the same as that of the Plan, and the Vertical Scale to be not less than one inch to every 100 feet, 48.

Cross Sections.—Horizontal Scale to be not less than one inch to every 330 feet, and Vertical Scale not less than one inch to every 40 feet, 53.

Maps.—In the case of Railway Bills, a published Map, to a scale of not less than half an inch to a mile, with line of Railway delineated thereon, to be deposited, 31.

In Ireland, to a scale of not less than a quarter of an inch to a mile, *ib*.

Schoolmasters (Scotland):

Parish Plan, Section and Book of Reference to be deposited with, on or before 30th November, 34.

Second Class of Private Bills:

What Bills included therein, 12.

Second Reading of Private Bills:

Interval between 1° and 2° Reading, 171.

Three clear days' notice of 2° Reading to be given in the Private Bill Office, 203.

When 2° Reading is opposed, consideration thereof to be postponed until the next sitting of The House, 174.

After 2° Reading and Commitment, Bills to be referred to the Committee of Selection and other Committees, 175.

Interval between 2° Reading and Committee, 178.

Secretary of State for the Home Department:

Printed copy of every Bill relating to Turnpike Roads to be deposited at the office of the, on or before 31st December, 41.

Sections:

Generally.—Section and Duplicate to be deposited with Plan and Book of Reference in the case of Bills of the Second Class, 28.

To be drawn to the same Horizontal Scale as the Plan, and to a Vertical Scale of not less than one inch to every 100 feet, 48.

To show the Surface of the Ground marked on the Plan, the intended level of the proposed Work, the height of every Embankment and the depth of every Cutting, *ib*.

There shall be a Datum Horizontal Line thereon, to be the same throughout the whole length of the Work, *ib*.

Navigations.—Description of the Section required in the case of Bills for Navigations, 49.

Railways.—The Line of Railway marked thereon, to correspond with the upper surface of the Rails, 50.

Distances on the Datum Line, and Vertical Measure at each change of Gradient, to be marked, 51.

Height of Railway over or Depth under the Surface of Roads, &c., to be marked, and Bridges and level crossings, 52.

Cross Sections where Level of Canals, Roads or Railways altered, 53.

Extreme height of Embankment and depth of Cutting, exceeding Five feet, to be marked, 54.

Select Committees (Public): Orders as to, p. 82, 83.

Selection, Committee of:

How constituted, 3.

To nominate the Members of the General Committee on Railway and Canal Bills, 4.

From time to time to discharge Members on that Committee and add others, 5.

To appoint the Chairman of such Committee, *ib*.

To appoint Committees on opposed Private Bills (not being Railway, Canal or Divorce Bills), 8.

To appoint one or more Members to Committees on unopposed Private Bills, 9.

Proceedings generally, 84–96.

Printed Copies of Private Bills (not being Railway or Canal Bills), to be laid before the Committee, 84.

Committee to group all Private Bills (not being Railway or Canal Bills), 85.

To name Bill or Bills to be considered on the first day, 87.

How to distinguish opposed and unopposed Bills, 88.

How

Selection, Committee of--continued.

How to constitute Committees on opposed Bills referred to them, 89.

And on unopposed Bills, 90.

To give notice to Members of the week in which they will be required to be in attendance, 91.

And to give notice of their Appointment, and transmit Declaration to be filled up, 92.

If Members do not return Declaration, Committee to report their names to The House, 93.

To have power to substitute one Member for another before the first Meeting of a Committee, 94.

To appoint the Day for the first Sitting of every Committee, 95.

To have power to send for Persons, Papers and Records, 96.

In certain cases, Bills to be referred back to them by the Committees thereon as unopposed, 114.

Every Private Bill (except Railway, Canal or Divorce Bills) to be referred to the Committee of Selection, after Second Reading and Commitment, 175.

When unopposed Bill is to be treated as opposed, to be again referred to the Committee of Selection, 176.

Serjeant-at-Arms :

To enforce the withdrawal of Strangers during Divisions from certain parts of the House, p. 81.

Service of Notices :

How to be made and proved, 21, 22, 26.

Session Clerk (Scotland) :

Plan, Section and Book of Reference to be deposited with, in certain cases, 34.

Sessional and Standing Orders :

Petitions for dispensing with the Sessional or Standing Orders to be referred to Standing Orders' Committee, 167.

Who are to report whether they ought or ought not to be dispensed with, 81.

No Motion to dispense with any Sessional or Standing Order to be made without notice, 191.

Sewers :

Bills relating to, included in the 2d Class of Private Bills, 12.

Shareholders :

In what cases Shareholders are to be heard before the Committee on the Bill against such Bill, 111.

Sheriff Clerk (Scotland). See *Principal Sheriff Clerk.*

Short Hand Writer :

Table of Fees to be taken by the Short Hand Writer, p. 87.

Sittings of The House :

Orders as to Sittings at 12 o'clock, and on Wednesdays, p. 81.

Sittings of Select Committees :

Order as to Sitting on Wednesdays and other Morning Sittings of the House, p. 82.

Six o'clock :

Order as to resumption of Sitting of the House at, p. 80.

Speaker :

To appoint Examiners of Petitions for Private Bills, 1.

Plans and Books of Reference to be verified as Mr. Speaker shall direct, 218.

Mr. Speaker to adjourn Debates under certain circumstances, p. 80.

Order to provide for the performance of duties and the exercise of authority by the Chairman of Committee of Ways and Means, in the event of the unavoidable absence of Mr. Speaker, p. 81.

Mr. Speaker to lay down regulations in regard to the Fees to be taken on Private Bills, p. 87.

Special Circumstances. See *Ways and Means, Chairman of Committee of.*

Special Reports :

Of Adjournment of any Committee on an opposed Private Bill, 107.

Stages of Private Bills :

Private Bills not to pass through two stages on the same day without leave, 190.

Standing Orders :

Committees on Private Bills not to inquire into compliance with Standing Orders directed to be proved before the Examiner, unless by special order, 118.

To admit affidavits in proof of compliance with such Standing Orders as are directed to be proved before them, 119.

How such affidavits shall be sworn, *ib.*

Petitions for dispensing with the Standing Orders to be referred to the Standing Orders' Committee, 167.

Who are to report whether they ought or ought not to be dispensed with, 79, 81.

No Motion for dispensing with any Standing Order to be made without notice, 191.

Standing Orders, Select Committee on :

How constituted, 2.

All Reports of Examiners of Petitions for Private Bills of non-compliance with Standing Orders, and all Special Reports, to be referred to the Committee, 166.

Petitions for dispensing with Sessional or Standing Orders, or for re-insertion of Petitions on the General List, to be referred to the Committee, 167.

When

Standing Orders, Select Committee on—continued.

When Report of Examiner referred, and after Petition for Bill duly presented, Committee to report whether the Standing Orders ought or ought not to be dispensed with, 79.

Their proceedings in case of a special Report from the Examiner, 80.

To report whether Sessional or Standing Orders ought or ought not to be dispensed with, 81.

To report whether Petitions struck off the list should be re-inserted, 82.

To report whether clause and amendment on consideration of Report ought or ought not to be adopted by The House, or whether the Bill should be re-committed, 83.

When clauses or amendments offered on consideration of any Private Bill ordered to lie upon the Table, or on Third Reading of any Private Bill, are referred to the Committee, no further proceedings until they have reported, 184.

Steam Vessels :

Railway Companies not to acquire, unless the Committee on the Bill report that such restriction ought not to be enforced, 133.

Stipendiary Magistrates :

Bills for payment of, or any public officer, included in the 1st Class of Private Bills, 12.

Strangers :

Orders as to the admission of, *p.* 79.

As to the withdrawal of, during Divisions, *p.* 82.

Streets :

Bills relative to, included in the 2d Class of Private Bills, 12.

Subscribers to Railways :

Facts concerning them, to be reported by the Committee on the Bill, 134.

Subscription Contract :

Printed Copies to be deposited in the Vote Office and Private Bill Office, 40.

To be entered into to three-fourths the amount of the Estimate, 56.

What to contain, 57.

In all second-class Bills, except Railways, to be entered into subsequent to close of the Session previous to that in which application is made for the Bill, 58.

In Railway Bills, to be entered into subsequent to commencement of the Session previous to that in which application is made, 59.

To be entered into by existing Railway Companies applying for power to raise additional capital for constructing Branches or Extensions, 60.

Cases in which a declaration may be deposited in lieu or in aid of a Subscription Contract, 61.

And where no private pecuniary advantage is to be derived, a declaration and estimate of rates, &c. may be substituted for Subscription Contract, 62.

One-twentieth part, and in the case of Railway Bills, one-tenth part, of the Amount required to be subscribed to be deposited before 15th January, 63, 64.

Subscriptions :

Clause to be inserted for compelling payment of Subscriptions, 122.

Sunday :

No notice to be given, or application made on Sunday, 27.

Except in the case of delivery of letters by Post, *ib.*

No Deposit made on Sunday to be deemed valid, 42.

Supply and Ways and Means :

Orders as to applications for Public Money, *p.* 77.

As to the Sittings of the Committees of Supply and Ways and Means, *p.* 80.

T.

Taxation of Costs on Private Bills :

Table of Fees payable on the, *p.* 86.

Temporary Laws :

Duration of, to be expressed in a distinct clause at the end of the Bill, &c., *p.* 78.

Third Reading of Private Bills :

One clear day's notice to be given of Third Reading, 212.

Proceedings when Clauses and Amendments are offered on Third Reading, 77. 183-186. *p.* 81.

See also *Reports, Consideration of.*

Tidal Lands :

Plans and Sections to be deposited at the Admiralty, in cases where the work is situate on, 30.

Tolls and Charges :

Where Parties are authorized to levy Fees, Tolls or Charges, Clauses to be inserted requiring Accounts to be kept and audited, and transmitted annually to the Clerk of the Peace, 123.

The Committee to fix the maximum Tolls and Charges, 136.

Clause in every Railway Bill to subject Tolls &c. to future revision by Parliament, 146.

Town Clerk :

Plan, Section and Book of Reference to be deposited with, in Royal Burghs in Scotland in certain cases, 34.

Trade :

Order as to Bills respecting, *p.* 77.

Tunnelling :

To be marked by a dotted line on the Plan of every Railway, 45.

Where tunnelling is intended as a substitute for open cutting, to be marked on the Section, 55.

Ventilation of tunnels to be specially reported by Committees on Railway Bills, 134.

Turnpike

Turnpike Roads:

Bills relative to, included in the 2d Class of Private Bills, 12.

In the case of Bills for, a Section and duplicate to be deposited, together with Plan and Book of Reference, with Clerks of the Peace, &c., 28.

And in the Private Bill Office, 33.

And so much thereof as relates to each Parish, with the Parish Clerk, &c., 34.

Printed copy of Bill to be deposited at Home Office, 41.

See also *Roads*.

Turnpike Roads (Ireland):

What Roads in Ireland to be considered Turnpike Roads, 124. 131.

Clause to be inserted in every Turnpike Road (Ireland) Bill, for qualification of Commissioners, 155.

Twelve o'clock Sitzings:

Orders as to, on Wednesdays and other days, p. 80.

Two o'clock Sitzings:

Orders as to, p. 80.

U.

Unopposed Private Bills:

Appointment and Constitution of Committees on unopposed Bills (not being Railway, Canal or Divorce Bills), 9. 90.

When opposed Bills (not being Railway or Canal Bills) may be treated as unopposed, 114.

Also, when Railway or Canal Bills, *ib*.

See also *Committees on Private Bills*, II. 3, 4. *Ways and Means, Chairman of Committee of*.

V.

Viaducts:

The height and span of every Arch of all Bridges and Viaducts by which a Railway is to cross any Public Road, Navigable River, Canal, or Railway, to be marked in figures on the Section, 52.

Vote Office:

Printed Copies of Estimate, Subscription Contract and Declaration to be delivered at the Vote Office before the deposit of the Petition for a Bill, 40.

Votes:

Lords' Amendments and proposed Amendments thereto to be printed at the expense of the parties, and circulated with the Votes prior to the consideration thereof, 187.

Voting of Members. See *Local Interest*.

W.

Waterworks:

Bills relative to, included in the 2d Class of Private Bills, 12.

Ways and Means, Chairman of Committee of:

Unopposed Private Bills (not being Railway, Canal, or Divorce Bills), to be referred to a Committee composed of himself and two other Members, 9. 90.

To be *ex officio* Chairman of Committees on such unopposed Private Bills, 9.

With one of the two other Members to be a Quorum of a Committee on an unopposed Private Bill, *ib*.

With the assistance of the Counsel to Mr. Speaker, to examine all Private Bills, whether opposed or unopposed, 72.

Copies of such Bills to be laid by the Agent before the said Chairman and Counsel not later than the day after the Examiner shall have indorsed the Petition, *ib*.

To report special circumstances relative to any Bill, or opinion that an unopposed should be treated as an opposed Bill, 74.

Copies of Bill as proposed to be submitted to the Committee on any Private Bill, to be laid before the Chairman of the Committee of Ways and Means and the Counsel to Mr. Speaker three days before the meeting of the Committee, 73.

Copy of Bill as amended in Committee to be laid before Chairman of Ways and Means and the Counsel to Mr. Speaker three days before consideration of any Private Bill ordered to lie upon the Table, 75.

On consideration of Report of Bill, to acquaint House if the Standing Orders have been observed, 76. 182.

Clauses and Amendments offered on consideration of any Bill ordered to lie upon the Table, or on Third Reading of any Private Bill, to be submitted to the Chairman of the Committee of Ways and Means and the Counsel to Mr. Speaker, and the said Chairman is to report whether the same should be entertained without being referred to Standing Orders Committee, 77. 183.

Copy of Amendments made in the House of Lords to a Bill, and of proposed Amendments thereto, to be laid before the Chairman of the Committee of Ways and Means and Mr. Speaker on the day previous to the consideration of the same by The House, 78.

On his report that any unopposed Bill ought to be treated as opposed, it is to be again referred to the Committee of Selection, or General Committee on Railway and Canal Bills, who are so to treat it, 91. 176.

Orders as to the Duties of the Chairman in Committees of the whole House on Public Bills and Matters, pp. 80, 81.

Ways

Ways and Means Committee :

To be fixed for Monday, Wednesday and Friday, and certain other days, *pp.* 80, 81.

Duties to be performed, and authority to be exercised, by the Chairman of the Committee of Ways and Means in the event of the unavoidable absence of Mr. Speaker, *p.* 81.

Wednesday Sitzings :

Orders relative to, *p.* 80.

Widening of Roads, &c. See *Diversion, &c. of Roads, &c.*

Withdrawal of Petitions and Memorials :

Course to be pursued in cases of opposed Private Bills where opponents do not appear or withdraw their opposition, 114.

Any Petitioner or Memorialist may withdraw his Petition or Memorial on depositing requisition to that effect in the Private Bill Office, 173.

Witnesses :

Order as to the Examination of Witnesses before (Public) Select Committees, *p.* 82.

STANDING ORDERS.

STANDING ORDERS

OF THE

HOUSE OF COMMONS.

1856.

Ordered, by The House of Commons, to be Printed,
21 July 1856.

CLERKS OF THE PARLIAMENTS.

RETURN to an Address of the Honourable The House of Commons,
dated 26 February 1856;—for,

“COPIES of the last PATENTS, or ENROLMENTS of PATENTS, under which the Clerks of the Parliaments attending the Houses of Lords and Commons were appointed :”

“And, of the earliest extant PATENT, or ENROLMENT of a PATENT, appointing a Clerk of the Parliaments.”

Sir;

Rolls House, 7 March 1856.

IN consequence of the directions contained in your letter to the Lord High Chancellor of the 1st instant, and forwarded by his Lordship to me, containing a Resolution of the House of Commons, that an humble Address be presented to Her Majesty, that She will be graciously pleased to give directions that there be laid before the House copies of the last patents or enrolments of patents under which the Clerks of the Parliaments attending the Houses of Lords and Commons are appointed, and of the earliest extant patent or enrolment of a patent appointing a Clerk of the Parliaments, I have caused a search to be made for the earliest extant patent or enrolment of a patent appointing a Clerk of the Parliaments, and I enclose the copies of three grants by letters patent, together with the letter accompanying them, from Mr. Hardy, in whose immediate custody these documents are; and also a copy of the grant by letters patent appointing John George Shaw Lefevre, Esq., to the office of Clerk of Parliament, which is the last of such patents.

I have, &c.

(signed) *John Romilly.*

The Right Hon.
Sir George Grey, Bart., M.P.,
&c. &c.

Dear Sir,

Record Office, Tower, 6 March 1856.

I SEND you the earliest grant by letters patent I have been able to find appointing a Clerk in Parliament (*see* No. 1). There are, undoubtedly, earlier instances enrolled, but our calendars are very defective, and make no mention whatever of such patents. Those I send, I was compelled to search the Rolls themselves to find out.

No. 2 is a grant of the office of Clerk of the Parliament to John Gunthorpe, of rather a fuller description than that to Prestwyke.

No. 3 is a grant to Thomas Bayen of the office of Deputy or Under Clerk of Parliament.

No. 4 contains memoranda relative to the office of Clerk of the Parliament, which I think the Master of the Rolls would like to see, and perhaps to send to the House of Commons, as illustrative of the question before it.

Believe me, &c.

(signed) *T. Duffus Hardy.*

E. Cox, Esq.,
&c. &c. &c.

No. 1.

AMONG the Records in the custody of the Master of the Rolls, pursuant to stat. 1 & 2 Vict. c. 94, and preserved in the Tower of London, to wit, Patent Roll, 2 Henry 6, p. 2, m. 22, it is thus contained :—

Pro Willielmo Prestwyk. Rex omnibus ad quos &c. salutem. Sciatis quod de gratiâ nostrâ speciali & pro bono servitio quod dilectus clericus noster Willielmus Prestwyk clericus parlamenti nostri nobis impendit & impendit in officio illo de avisamento & assensu magni consilii nostri concessimus eidem Willielmo quadraginta libras percipiendas annuatim de exitibus hanaperii Cancellariæ nostræ per manus custodis ejusdem hanaperii pro tempore existentis ad terminos Paschæ & Sancti Michaelis per æquales portiones quamdiu nobis placuerit vel quousque de competenti beneficio ecclesiastico per nos sibi provideatur In cujus &c. Teste Rege apud Westmonasterium xx die Februarii.

Per breve de privato sigillo.

No. 2.

AMONG the Records in the custody of the Master of the Rolls, pursuant to stat. 1 & 2 Vict. c. 94, and preserved in the Tower of London, to wit, Patent, 13 Edward 4, p. 2, m. 18, it is thus contained :

Pro Johanne Gunthorp' clericico. Rex omnibus ad quos &c. salutem. Sciatis quod cum nos vicesimo quarto die Octobris anno regni nostri duodecimo per literas nostras patentes dederimus & concesserimus dilecto & fideli clerico nostro magistro Johanni Gunthorp clericico parlamenti nostri talem & tantam liberatam vesturæ cum furrurâ & linurâ prout clerici de primâ formâ magistri Cancellariæ nostræ nuncupati de nobis seu progenitoribus nostris ab antiquo habuerunt & perceperunt percipiendam singulis annis durante vitâ suâ erga festa Natalis Domini & Pentecostes per manus clerici sive custodis hanaperii Cancellariæ nostræ pro tempore existentis prout in literis illis plenius continetur ipseque Johannes Gunthorp' certis de causis ipsum moventibus in voluntate existit literas patentes prædictas in Cancellariam nostram restituendas & eas ibidem restituit cancellandas eâ intentione quod nosaliter pro liberatâ prædictâ providere dignaremur. Nos de gratiâ nostrâ speciali ac ex certâ scientiâ & mero motu nostris concedimus eidem magistro Johanni septem libras quinque solidos & quatuor denarios habendos & percipiendos eidem magistro Johanni annuatim a prædicto vicesimo quarto die Octobris quamdiu ipse dictum officium clerici parlamenti nostri occupaverit de exitibus & proficuis nobis in hanaperio nostro prædicto provenientibus aut crescentibus per manus clerici sive custodis hanaperii illius pro tempore existentis ad terminos Natalis Domini & Pentecostes per æquales portiones in persolutionem liberatæ ejusdem magistri Johannis Gunthorp' pro officio suo prædicto eo quod expressa mentio de aliis donis sive concessionibus per nos eidem magistro Johanni ante hæc tempora factis in præsentibus minime facta existit aliquo statuto actu ordinatione seu consuetudine in Cancellariâ nostrâ facto sive edito non obstante. In cujus &c. Teste Rege apud Westmonasterium xij die Januarii.

Per ipsum Regem & de datâ &c.

No. 3.

AMONG the Records in the custody of the Master of the Rolls, pursuant to stat. 1 & 2 Vict. c. 94, and preserved in the Tower of London, to wit, Patent Roll, 1 Edw. 4, p. 2, m. 18, it is thus contained :

Pro Thomâ Bayen'. Rex omnibus ad quos &c. salutem. Sciatis quod de gratiâ nostrâ speciali & pro bono servitio nobis per fidelem nostrum Thomam Bayen' de Cancellariâ nostrâ impenso & impendendo concessimus ei officium subclerici parlamenti et quod sit subclericus parlamenti eodem modo quo

quo Johannes de Scardeburgh nuper subclericus parliamenti domini Ricardi nuper Regis Angliæ secundi progenitoris nostri extitit habendum & occupandum officium prædictum quamdiu in eodem officio se bene gesserit percipiendum annuatim a festo Paschæ ultimo præterito centum solidos dicto officio ab antiquo debitos de exitibus proficuis firmis & commoditatibus de comitatibus Surr' & Sussex' provenientes per manus vicecomitis eorundem comitatuum pro tempore existentis ad terminos Sancti Michaelis & Paschæ per æquales portiones in cujus &c. Teste Rege apud Westmonasterium xv^o die Septembris.

Per breve de privato sigillo & de datâ &c.

No. 4.

ENTRIES on the Parliament Rolls at the Tower, relative to the Clerk of the Parliament.

9 Edw. 2, A.D. 1315.—William de Ayermynne, a Clerk in Chancery, deputed to note the business of Parliament.—Printed Rolls of Parliament, Vol. I., 350 (^a).

4 Edw. 3, A.D. 1330.—Henry de Edenestowe delivers the Records of Parliament into Chancery, and also the Record of Judgment against the Earl of March.—Printed Rolls of Parliament, Vol. II., 52 (^a).

6 Edw. 3, A.D. 1332.—Henry de Edenestowe, a Receiver of Petitions.—Printed Rolls of Parliament, Vol. II., 68 (^a).

28 Edw. 3, A.D. 1354.—Henry de Edenestowe delivers the Records of Parliament into Chancery.—Printed Rolls of Parliament, Vol. II., 255 (^a).

14 Edw. 3, A.D. 1340.—Thomas de Drayton appointed Clerk of the Parliament and Receiver of Petitions.—Printed Rolls of Parliament, Vol. II., 112 (^a).

15 Edw. 3, A.D. 1341.—Thomas de Drayton appointed Clerk of the Parliament.—Printed Rolls of Parliament, Vol. II., 126 (^a).

14 Edw. 3, A.D. 1340.—Thomas de Drayton directed by the Parliament to go to the Justices of the Common Pleas, to proceed to judgment in a certain Plea, or lay it before Parliament, that judgment may be awarded by the House.—Printed Rolls of Parliament, Vol. II., 123 (^a).

17 Edw. 3, A.D. 1343.—Henry de Drayton appointed Clerk of the Parliament.—Printed Rolls of Parliament, Vol. II., 135 (^a).

18 Edw. 3, A.D. 1344.—Henry de Drayton appointed Clerk of the Parliament.—Printed Rolls of Parliament, Vol. II., 147 (^a).

20 Edw. 3, A.D. 1346.—Henry de Drayton appointed Clerk of the Parliament. The Commons deliver their Petitions to him as desired.—Printed Rolls of Parliament, Vol. II., 157 (^b), 160 (^a).

22 Edw. 3, A.D. 1348.—Petitions of the Commons to be delivered to the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. II., 201 (^b).

25 Edw. 3, A.D. 1351.—John de Codyngton, Clerk of the Parliament, process delivered to him by the Chancellor to enter on the Roll of Parliament.—Printed Rolls of Parliament, Vol. II., 226 (^a).

25 Edw. 3, A.D. 1351.—John de Codyngton, Clerk of the Parliament, commanded by the King to cause the usual proclamation against wearing of arms, playing at games, &c., during the Parliament, to be made.—Printed Rolls of Parliament, Vol. II., 236 (^b).

45 Edw. 3, A.D. 1371.—Certain Petitions, and the answers to such as had been considered, read by the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. II., 304 (^a).

51 Edw. 3, A.D. 1376-7.—Seven Bills delivered to the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. II., 374 ^(a).

1 Ric. 2, A.D. 1377.—Record delivered to the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. III., 14 ^(b).

2 Ric. 2, A.D. 1378.—Petition delivered to the Clerk of the Parliament to be put on the file.—Printed Rolls of Parliament, Vol. III., 50 ^(b).

2 Ric. 2, A.D. 1379.—The Executors of Edward 3 deliver a Bill to the Clerk of the Parliament for the opinion of the Judges, &c., in Parliament.—Printed Rolls of Parliament, Vol. III., 61 ^(a).

3 Ric. 2, A.D. 1379-80.—Act delivered to the Clerk of the Parliament by a Clerk of the Crown, to be enrolled on the Parliament Roll.—Printed Rolls of Parliament, Vol. III., 75 ^(b).

3 Ric. 2, A.D. 1379-80.—Report on a reference to the two Chief Justices, delivered to the Clerk of the Parliament, to be enrolled on the Rolls of Parliament.—Printed Rolls of Parliament, Vol. III., 80 ^(b).

5 Ric. 2, A.D. 1381.—The Clerk of the Parliament reads over the names of the Receivers and Triers of Petitions in the accustomed manner in Parliament.—Printed Rolls of Parliament, Vol. III., 98 ^(b).

5 Ric. 2, A.D. 1382.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions in the accustomed manner.—Printed Rolls of Parliament, Vol. III. p. 122 ^(b).

6 Ric. 2, A.D. 1382.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions in the accustomed manner.—Printed Rolls of Parliament, Vol. III., p. 144 ^(b).

7 Ric. 2, A.D. 1383.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions in the accustomed manner.—Printed Rolls of Parliament, Vol. III., 150 ^(b).

7 Ric. 2, A.D. 1383.—Answer to a Petition delivered to the Clerk of the Parliament for entry, &c.—Printed Rolls of Parliament, Vol. III., 163 ^(b).

8 Ric. 2, A.D. 1384.—John Scarle, Clerk of the Parliament, Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 184 ^(b).

8 Ric. 2, A.D. 1384.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions.—Printed Rolls of Parliament, Vol. III., 184 ^(b).

9 Ric. 2, A.D. 1385.—Sir John de Scarle, Clerk of the Parliament, Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 203 ^(b).

9 Ric. 2, A.D. 1385.—Certain Clerks in the Chancery nominated to receive Petitions by the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. III., 203 ^(b).

10 Ric. 2, A.D. 1386.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 215 ^(b).

10 Ric. 2, A.D. 1386.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions.—Printed Rolls of Parliament, Vol. III., 215 ^(b).

10 Ric. 2, A.D. 1386.—The Clerk of the Parliament commanded by the King to enter certain Letters Patent, &c., on the Rolls of Parliament.—Printed Rolls of Parliament, Vol. III., 217 ^(a).

11 Ric. 2, A.D. 1387-8.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 228 ^(b).

11 Ric. 2, A.D. 1387-8.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions.—Printed Rolls of Parliament, Vol. III., 229 ^(a).

13 Ric. 2, A.D. 1389.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 257 ^(b).

13 Ric. 2, A.D. 1389.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions.—Printed Rolls of Parliament, Vol. III., 257 ^(b).

13 Ric. 2, A.D. 1389.—The Archbishops of Canterbury and York request that the Clerk of the Parliament may enrol their Protest.—Printed Rolls of Parliament, Vol. III., 264 ^(b).

14 Ric. 2, A.D. 1390.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 277 ^(b).

14 Ric. 2, A.D. 1390.—The Clerk of the Parliament reads over in Parliament the names of the Receivers and Triers of Petitions.—Printed Rolls of Parliament, Vol. III., 277 ^(b).

15 Ric. 2, A.D. 1391.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 284 ^(b).

16 Ric. 2, A.D. 1392-3.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 300 ^(a).

17 Ric. 2, A.D. 1393-4.—John Scarle, Clerk of the Parliament, appointed Receiver of Petitions.—Printed Rolls of Parliament, Vol. III., 309 ^(b).

20 Ric. 2, A.D. 1397.—The Clerk of the Parliament delivers a Bill touching the Royal Household to the Clerk of the Crown.—Printed Rolls of Parliament, Vol. III., 339 ^(b).

2 Hen. 4, A.D. 1400-1.—The Clerk of the Parliament shall endeavour to have the business of Parliament enacted and engrossed before the departure of the Justices, and show it to the King and Lords.—Printed Rolls of Parliament, Vol. III., 458 ^(b).

4 Hen. 4, A.D. 1402.—Protest by the King, touching conference of the Commons with the Lords, delivered to the Clerk of the Parliament to enter on the Rolls of Parliament.—Printed Rolls of Parliament, Vol. III., 486 ^(b).

5 Hen. 4, A.D. 1403-4.—Roger Deyncourt having obtained a *scire facias* on an erroneous judgment, the Chief Justice gives a copy thereof to the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. III., 530 ^(b).

7 & 8 Hen. 4, A.D. 1406.—The Clerk of the Parliament charged to enter certain articles on the Roll of Parliament.—Printed Rolls of Parliament, Vol. III., 585 ^(b).

2 Hen. 5, A.D. 1414.—The Clerk of the Parliament produces in Parliament a declaration and judgment touching the late Earl of Sarum.—Printed Rolls of Parliament, Vol. IV., 18 ^(b).

2 Hen. 5, A.D. 1414.—The Clerk of the Parliament to lay the matter touching the tithe of wood before the next Parliament.—Printed Rolls of Parliament, Vol. IV., 21 ^(a).

2 Hen. 5, A.D. 1414.—Thomas Paunfeld prays that the Clerk of the Parliament may be directed to give him a copy of the grant on his Petition.—Printed Rolls of Parliament, Vol. IV., 57 ^(b).

9 Hen. 5, A.D. 1421.—John Frank, Clerk of the Parliament, delivers to the Countess of Kent an Exemplification of an Instrument.—Printed Rolls of Parliament, Vol. IV., 145 ^(a).

1 Hen. 6, A.D. 1423.—Certain Acts made in the last Parliament having been read before the Council by the Clerk of Parliament, he was commanded to show them to the justices of each bench, in order that those which were Statutes of the Realm might be seen by them, be fairly transcribed (*redigantur in mundum*), and be afterwards shown to the Lords and proclaimed; and that copies of other Acts, touching the governance of the Lords of the Council and of the realm, should be sent to the Clerk of the Council, and having been reduced to writing, should be enrolled in Chancery according to custom.—Proceedings, &c., of the Privy Council of England, Vol. III., p. 22.

2 Hen. 6, A.D. 1424.—Minute of Council. An annuity of 40 *l.* out of the issues of the Hanaper in Chancery, granted to William Prestwyk, the Clerk of Parliament,

Parliament, during the King's pleasure, or until he should be appointed to an ecclesiastical benefice.—Proceedings, &c., of the Privy Council of England, Vol. III., p. 142.

3 Hen. 6, A.D. 1425.—The Clerk of the Parliament delivers a Petition to the Clerk of the Council.—Printed Rolls of Parliament, Vol. IV., 285 (^a).

18 Hen. 6, A.D. 1439.—A saving to the Clerk of the Parliament.—Printed Rolls of Parliament, Vol. V., 14 (^b).

16 Hen. 6, A.D. 1438.—Petition to the King from Thomas Haseley, one of the Clerks of the Crown, stating (among other things) that in consequence of sickness he had been prevented from attending to his duties as Second Clerk of the Parliament, to which office he had been appointed by the command of the late King in his first Parliament holden at Leicester, and had not received the yearly sum of 10 *l.* due therefore. “Item, to consider how the said suppliant by the commandment and ordinance of King Henry the Fifth, at his first Parliament holden at Leicester, was sent for to Leicester to appear before the said King, where he of his own motion appointed, assigned, and ordained the said suppliant Second Clerk of his Parliament, with Sir John Frank, now Clerk of the Rolls, at that time chosen Chief Clerk of the Parliament, who had and took 40 *l.* yearly therefore while he occupied the same. And the said suppliant should have had 10 *l.* yearly as other men took before him, which office he occupied from that time unto the third Parliament holden by King Henry the Sixth at Westminster, at which he might not for great sickness attend, and so departed, and never came into the Parliament since that time, and never had a penny of all his time of the said 10 *l.*, nor of the said 40 *l.*, nor in any other wise.”—Proceedings, &c., of the Privy Council of England, Vol. V., p. 106.

23 Hen. 6, A.D. 1444.—The Clerk of the Parliament to enrol a Protest of the Lords against the peace with France.—Printed Rolls of Parliament, Vol. V., 102 (^b).

34 Hen. 6, A.D. 1455.—John Faukes, Clerk of the Parliament; same fees, &c., saved to him as had been enjoyed by his predecessors John Rome, John Frank, William Prestwyke, John Bate, and Thomas Kirkeby, successively Clerks of Parliament.—Printed Rolls of Parliament, Vol. V., 317 (^b).

No. 5.

John George Shaw Lefevre, Esq., Clerk Assistant of the Parliaments.

Twenty-third Part Patents of the 11th year of the reign of Queen Victoria.

VICTORIA, by the grace of God, &c. To all to whom these presents shall come, greeting: Whereas his late Majesty King George the Third, by his letters patent under the great seal of Great Britain, bearing date at Westminster, the twenty-fourth day of October, in the thirty-fifth year of his reign, did for himself, his heirs and successors, give and grant unto his trusty and well-beloved George Henry Rose, esquire, now our right trusty and well-beloved councillor Sir George Henry Rose, knight, the office of Clerk of the Parliaments of his Majesty, his heirs and successors; To have, enjoy, and exercise the said office unto him the said George Henry Rose, by himself or his sufficient deputy or deputies, for and during the term of his natural life, immediately after the decease of George Rose, esquire, since deceased (father of the said George Henry Rose), then Clerk of the Parliaments, or when the said office should then first and next happen to become void, with a salary of forty pounds by the year, payable as therein mentioned, and with all and all manner of liberties and privileges anciently belonging to the said office, and with all other profits, advantages, pre-eminences and emoluments whatsoever and howsoever belonging or appertaining to the said office. And whereas by an Act of Parliament passed in the fifth year of the reign of his late Majesty King George the Fourth, intituled, “An Act for better regulating the Office of Clerk of the Parliaments,” it is (amongst other things) enacted, that if the office of Clerk Assistant of the Parliaments shall at any time or times become

become vacant during the existence of the said patent so granted to the said Sir George Henry Rose as aforesaid, then, and so often as the same shall happen during the existence of the said patent, the person to succeed to the said office of Clerk Assistant shall be nominated and appointed by the Crown. And it is also enacted, that upon and immediately after the expiration of the said recited letters patent so granted to the said Sir George Henry Rose as aforesaid, the person then executing the office of Clerk Assistant shall be and become Clerk of the Parliaments. And whereas We did, by Our letters patent under the great seal of the United Kingdom of Great Britain and Ireland, bearing date at Westminster, the tenth day of March, in the eleventh year of Our reign, nominate and appoint Our trusty and well-beloved Benjamin Currey, esquire, to the said office of Clerk Assistant of the Parliaments; To have, enjoy, and exercise the said office of Clerk Assistant of the Parliaments unto him the said Benjamin Currey, with all liberties, privileges, profits, advantages, pre-eminences, and emoluments thereunto belonging or in anywise appertaining (as by the said several recited letters patent and Act of Parliament, relation being thereunto had, may more fully and at large appear). And whereas the said patent so granted to the said Sir George Henry Rose as aforesaid is still in existence; and the said office of Clerk Assistant of the Parliaments is now vacant by the death of the said Benjamin Currey: Now know ye, that We, of Our especial grace, certain knowledge and mere motion, have nominated and appointed, and by these presents do nominate and appoint Our trusty and well-beloved John George Shaw Lefevre, esquire, to the said office of Clerk Assistant of the Parliaments in the room of the said Benjamin Currey, to have, enjoy, and exercise the said office of Clerk Assistant of the Parliaments unto him the said John George Shaw Lefevre, with all liberties, privileges, profits, advantages, pre-eminences, and emoluments thereunto belonging or in anywise appertaining; provided always, and We do hereby declare Our Royal will and pleasure to be, that upon and immediately after the expiration of the said recited letters patent granting to the said Sir George Henry Rose the said office of Clerk of the Parliaments of Us, Our heirs and successors, the said John George Shaw Lefevre, if he shall be the person then executing the office of Clerk Assistant of the Parliaments, shall be and become Clerk of the Parliaments, and shall execute the duties of the said office in person; and, lastly, We will, and by these presents do grant unto the said John George Shaw Lefevre that these Our letters patent, or the inrolment thereof, shall and may be in and by all things good, firm, valid, sufficient, and effectual in the law against and concerning Us, notwithstanding the misnaming, or not certain naming the offices and premises aforesaid, or any of them, and notwithstanding the misreciting, or not certain or not full reciting of any gift or gifts, grant or grants of the said office of Clerk of the Parliaments being or not being of record heretofore made or granted by Us, or by any of Our progenitors, Kings or Queens of England, or Great Britain, or the United Kingdom of Great Britain and Ireland, to any person or persons, or any other omission, imperfection, defect, matter, cause or thing whatsoever to the contrary hereof notwithstanding.

In witness, &c. Witness, &c., the sixth day of April.

By Writ of Privy Seal.

CLERKS OF THE PARLIAMENTS.

COPIES of the last PATENTS, or ENROLMENTS of PATENTS, under which the Clerks of the Parliaments attending the Houses of Lords and Commons were appointed; and of the earliest extant Patent, or Enrolment of a Patent, appointing a Clerk of the Parliaments.

(*Mr. Locke King.*)

*Ordered, by The House of Commons, to be Printed,
12 March 1836.*

GENERAL COMMITTEE OF ELECTIONS.

MR. SPEAKER'S WARRANT

For the Appointment of MEMBERS to serve on the GENERAL
COMMITTEE of ELECTIONS for 1856.

PURSUANT to the Provisions of "The Election Petitions Act 1848," I do
hereby appoint—

The Right honourable Sir *Francis Thornhill Baring*, Baronet, Member for
the Borough of Portsmouth ;

The Right honourable Sir *John Somerset Pakington*, Baronet, Member for
the Borough of Droitwich ;

John Wilson Patten, Esquire, Member for the Northern Division of the
County of Lancaster ;

Robert Palmer, Esquire, Member for the County of Berks ;

Henry Arthur Herbert, Esquire, Member for the County of Kerry ;

And *Thomas Henry Sutton Sotheron Estcourt*, Esquire, Member for the
Northern Division of the County of Wilts ;

To be Members of the GENERAL COMMITTEE of ELECTIONS for the present
Session.

Given under my hand, this 4th day of February 1856,

CHARLES SHAW LEFEVRE,
SPEAKER.

GENERAL COMMITTEE OF ELECTIONS.

MR. SPEAKER'S WARRANT
For the Appointment of MEMBERS to serve on the
GENERAL COMMITTEE OF ELECTIONS for 1856.

Ordered, by The House of Commons, to be Printed,
4 February 1856.

ELECTION AUDITORS.

RETURN to an Address of the Honourable The House of Commons,
dated 28 February 1856;—for,

A “RETURN of the Names and Descriptions of ELECTION AUDITORS, &c.,
and of ELECTION EXPENSES, made up to the Present Time (in continuation
of Parliamentary Paper, No. 171, of Session 1855).”

(*Mr. Thomas Duncombe.*)

Ordered, by The House of Commons, to be Printed,
16 April 1856.

SCHEDULE.

ENGLAND :	PAGE.
Bath - - - - -	3
Cheltenham Borough - - - - -	13
Evesham Borough - - - - -	16
Gloucester - - - - -	18
Hertford Borough - - - - -	18
Kidderminster Borough - - - - -	19
Lewes Borough - - - - -	20
Liverpool Borough - - - - -	20
Marylebone Borough - - - - -	25
Norfolk, East - - - - -	26
Southwark Borough - - - - -	26
Tamworth Borough - - - - -	29
Wilton Borough - - - - -	30
SCOTLAND :	
Renfrewshire - - - - -	30
Kilmarnock Burghs - - - - -	31
IRELAND :	
Cavan County - - - - -	31
Cork County - - - - -	32

RETURN of the Names and Descriptions of ELECTION AUDITORS, &c., and
of ELECTION EXPENSES, made up to the Present Time.

B A T H.

ABSTRACT of ACCOUNTS of EXPENSES incurred by *William Tite*, Esq., M.P., and
William Whateley, Esq., Q. C., Candidates for the Representation of the City and
Borough of *Bath*, at the Election, 1855.

EXPENSES of Returning Officer, Hustings, Polling-places, Clerks, Printing, Posting,
Stationery, &c.

	£.	s.	d.
Hustings (by contract) - - - - -	65	-	-
Hire of 14 polling-places - - - - -	29	8	-
Messrs. Manners & Gill - - - - -	8	8	-
Mr. Thomas Lewis - - - - -	12	18	3
Deputy Returning Officers; viz. Messrs. James F. Goodridge, E. Turner Payne, Thomas Fisher, A. G. Barrett, Bartlett Little, W. Silverthorne, Francis Horace Moger, George John Robertson, Thomas Skurray, E. M. Harris, Henry J. Mant, Nathaniel Cowdry, A. H. English, James Day Bush - - - - -	29	8	-
Fourteen Polling Clerks; viz. Messrs. George Wiggins, Frederick W. Purchase, W. Banks, Charles Palmer Russell, W. Phippen, J. T. Boone, Henry Barry, John Bull Smith, Henry Archer, J. Sherwood, George Watts, B. B. Sparrow, W. Veale, John Pearse - - - - -	14	14	-
Copies of certified registers - - - - -	1	17	-
Messrs. W. & F. Dawson - - - - -	5	19	6
Messrs. Keene - - - - -	1	18	-
Mrs. Meyler & Son - - - - -	2	5	-
Messrs. Wood - - - - -	1	5	-
Mrs. Higman - - - - -	1	8	-
Mr. Carrington - - - - -	5	6	-
R. Seward - - - - -	2	12	6
Crier - - - - -	1	-	-
Town clerk and assistants - - - - -	21	-	-
	£.	204	7 3

PAYMENTS made on behalf of *William Tite*, Esq., M. P., by Election Auditor.

	£.	s.	d.	£.	s.	d.
Moiety of expenses of returning officer - - - - -	102	3	7			
Expenses of return, and duplicate and execution of the same; attendance at the Crown Office to file the same; postage, registration, and fee on filing - - - - -	5	5	-			
Agents: Messrs. William Lewis - - - - -	31	10	-			
Thomas North - - - - -	31	10	-			
James George Hayden - - - - -	10	10	-			
Thomas A. Mansford - - - - -	10	10	-			
				84	-	-
				(continued)		

BATH—continued.

Printing Stationery, Bookbinding, &c. :	£.	s.	d.	£.	s.	d.
Messrs. J. Cogswell - - - - -	2	6	-			
Sidwell - - - - -	1	8	-			
William Lewis - - - - -	2	10	-			
Thomas B. Tabb - - - - -	2	4	3			
E. Lansdown - - - - -	1	11	-			
Charles Clarke - - - - -	6	5	-			
John and James Keene - - - - -	44	13	-			
James Fryer - - - - -	1	-	-			
W. Gregory - - - - -	-	7	6			
Samuel Gibbs - - - - -	26	8	1			
T. Farrant - - - - -	-	6	10			
				88	19	8
TOTAL - - - - -	£.			280	8	3

PAYMENTS made by "Agent for Election Expenses."

Advertisements :	£.	s.	d.	£.	s.	d.
Bath Chronicle - - - - -	1	10	4			
Bath Herald - - - - -	1	8	5			
Bath and Cheltenham Gazette - - - - -	1	9	6			
Bath Journal - - - - -	2	5	-			
				6	13	3
"Current Expenses" (so called), as rendered; viz.						
Carriage hire, and other conveyances - - - - -	78	9	9			
Writing clerks, check clerks, inspectors, and committee secretaries - - - - -	65	2	8			
Messengers, doorkeepers, bill-posters, hall-keepers - - - - -	57	-	1			
Hire of committee-rooms, public meeting-rooms, and hire of furniture - - - - -	34	4	1			
Telegraphic messages, parcels, postage stamps, and other petty disbursements - - - - -	9	11	11			
				244	8	6
Carriage Hire, and other Conveyances :						
Messrs. Wright - - - - -	2	10	-			
Warren - - - - -	1	5	-			
Hill - - - - -	1	5	-			
Hellier - - - - -	3	15	-			
Keats - - - - -	3	16	-			
Bartlett - - - - -	1	5	-			
Curtis - - - - -	2	10	-			
Haddy - - - - -	2	7	-			
Kearton - - - - -	1	5	-			
Bisson - - - - -	1	5	-			
Neate - - - - -	1	5	-			
Southcombe - - - - -	1	5	-			
Cantell - - - - -	1	16	6			
				25	9	6
Leaving balance under the above head unaccounted for -				*53	-	3
	£.			78	9	9

*Note.—Mr. Drake, Mr. Tite's appointed agent, has stated in writing to the election auditor, that of the above sum "No detailed particulars were kept."—D. M. D., Election Auditor.

BATH—continued.

							£.	s.	d.	£.	s.	d.
Committee Secretaries:												
Messrs.	W. Wiggins	-	-	-	-	-	4	-	-			
	T. Southwick	-	-	-	-	-	3	8	2			
	R. J. C. Simpkins	-	-	-	-	-	3	15	6			
	C. Moore	-	-	-	-	-	5	15	-			
	W. Webb	-	-	-	-	-	7	7	-			
	G. R. Hoskins	-	-	-	-	-	4	15	6			
Inspectors:										29	1	2
Messrs.	H. Amer	-	-	-	-	-	-	10	-			
	W. Edey	-	-	-	-	-	-	10	-			
Writing Clerks:										1	-	-
Messrs.	E. Rodman	-	-	-	-	-	-	18	-			
	W. Baker	-	-	-	-	-	2	2	-			
	W. Wooster	-	-	-	-	-	2	2	-			
	— Sidwell	-	-	-	-	-	1	3	3			
	E. Rodwell	-	-	-	-	-	1	8	-			
	T. Pike	-	-	-	-	-	3	11	3			
	J. Disney	-	-	-	-	-	1	11	6			
	G. Beard	-	-	-	-	-	1	-	-			
	E. Rodman	-	-	-	-	-	-	12	-			
	G. Popejoy	-	-	-	-	-	1	10	-			
	H. McCarthy	-	-	-	-	-	-	10	6			
	T. G. North	-	-	-	-	-	-	10	6			
	G. B. Saunders	-	-	-	-	-	-	10	6			
Check Clerks, at 1 £ 1 s. each:										17	9	6
Messrs.	C. Tucker, G. C. Wiggins, R. Bowsher, C. Munday, G. King									5	5	-
Ditto, at 10 s.:										-	10	-
Mr.	C. Rudge	-	-	-	-	-	-	-	-	-	10	-
Ditto, at 10 s. 6 d. each:												
Messrs.	J. Taylor, E. Francis, E. Fulljames, T. Davis, Copestick, G. Cox, junior, A. Mager, H. D. Rossell, C. Kidner, R. Collins, G. Adams, E. Rodman, W. S. Kirby, C. Billington, W. Winckworth, G. Popejoy, G. Sidwell, J. Disney, E. Randall, W. Passmore, Cogswell, T. Ricketts									11	11	-
Balance under above heads unaccounted for										-	6	-
TOTAL							£.			65	2	8
Messengers, Door-keepers, Bill-poster, Hall-keeper:												
Messrs.	Joseph Cox	-	-	-	-	-	-	10	-			
	J. A. Hill	-	-	-	-	-	1	1	-			
	T. Aust, W. Gillard, W. Vickery, J. Rierden,											
	T. Carnal	-	-	-	-	-	1	12	-			
	J. Bright, T. Carnal, O. Callaghan, Edmonds,											
	Seward	-	-	-	-	-	3	17	-			
	S. Wyatt, S. Woodward, J. Pratten, J. Roworth,											
	Warren, Pitt, Green	-	-	-	-	-	6	10	-			
	J. Ralph, Pratt, Ham, T. Bryant, jun., Shellard,											
	Blackmore, Mansford, Taverner, Collings,											
	Carnal, Rudge, Dales, Kennard, Ashley,											
	Farrant	-	-	-	-	-	6	14	-			
	E. Edmonds	-	-	-	-	-	1	2	6			
	J. Fricker	-	-	-	-	-	1	8	-			
	R. G. Kennard, Solomon & Son, Bendy, Bayliss	-	-	-	-	-	2	-	6			
	H. Davis	-	-	-	-	-	1	1	-			
	C. Atkins, Morris, Woodward, Langford	-	-	-	-	-	1	7	6			
	R. Ponter	-	-	-	-	-	2	-	-			
	J. Clement	-	-	-	-	-	1	10	-			
	Ovens, S. Wyatt	-	-	-	-	-	-	9	6			
	Mr. J. G. Hayden (messengers, firing, &c.),	-	-	-	-	-	2	2	-			
	Various messengers, not named	-	-	-	-	-	4	15	-			
	W. Millard, hall-keeper	-	-	-	-	-	1	10	-			
	R. Seward, bill-poster	-	-	-	-	-	17	10	-			
In error, as rendered										57	-	-
TOTAL							£.			57	-	1

BATH—continued.

Hire of Committee-rooms, Public Meeting-rooms, and Hire of Furniture, &c.:							£.	s.	d.
							£.	s.	d.
Messrs. D. Lansley	-	-	-	-	-	-	2	2	-
J. Hodges	-	-	-	-	-	-	1	-	-
W. Morrison	-	-	-	-	-	-	1	12	6
T. Taylor	-	-	-	-	-	-	1	-	-
T. Symes	-	-	-	-	-	-	-	3	-
Wigens	-	-	-	-	-	-	1	-	-
Morritt	-	-	-	-	-	-	-	12	-
Skelton	-	-	-	-	-	-	4	4	-
Skull	-	-	-	-	-	-	1	-	-
Gay	-	-	-	-	-	-	1	19	3
J. Wilton	-	-	-	-	-	-	2	-	-
Mrs. Allen	-	-	-	-	-	-	2	2	-
Messrs. T. Southwick	-	-	-	-	-	-	-	10	-
T. North	-	-	-	-	-	-	10	-	-
T. D. Copestick	-	-	-	-	-	-	2	2	-
Committee notices	-	-	-	-	-	-	1	15	-
Long (firing and cleaning)	-	-	-	-	-	-	-	7	6
Kennard (for boards)	-	-	-	-	-	-	-	3	6
J. Wood (paper, ink, &c.)	-	-	-	-	-	-	-	6	10
D. Hunt (cleaning committee-rooms)	-	-	-	-	-	-	-	5	-
							34	4	7
By excess under the above head	-	-	-	-	-	-	-	-	6
TOTAL							£.	34	4 1
Serjeants-at-mace (Hall and Boshier), 4 <i>l.</i> 4 <i>s.</i> ; telegraphic messages, parcels, postage stamps, and other petty disbursements, 5 <i>l.</i> 7 <i>s.</i> 11 <i>d.</i>							-	9	11 11
Election Auditor:							£.	s.	d.
His first fee	-	-	-	-	-	-	10	-	-
His per-centage	-	-	-	-	-	-	10	12	7
His reasonable expenses; viz.,—									
Hire of room and attendance (moiety), 12 <i>s.</i> 6 <i>d.</i> ;									
advertisement, 4 <i>s.</i> 6 <i>d.</i> ; postage, 11 <i>d.</i> ; stationery,									
&c. (moiety), 10 <i>s.</i> ; messenger, 1 <i>s.</i> 6 <i>d.</i>							1	9	5
Cost of publishing abstract (moiety)	-	-	-	-	-	-	5	5	3
							27	7	3
SUM TOTAL of EXPENDITURE							£.	558	17 3

Note.—In a letter addressed by Mr. Drake, Mr. Tite's agent, to the election auditor, dated 18th October 1855, he writes as follows: "As regards your question as to my own charges against Mr. Tite, I now, at your request, state in writing that which I have already verbally communicated to you, namely, that I have not made any charge against Mr. Tite, and that, consequently, I have no legal claim against that gentleman; and further, that no other party has agreed, or is under liability to make, any payment to me in respect of those services."

D. M. D., Election Auditor.

BATH—continued.

PAYMENTS made on behalf of *William Whateley, Esq., Q. C.*, by Election Auditor.

	£.	s.	d.
One moiety of expenses of returning officer - - - - -	102	3	7
Use of Rooms, Hire of Furniture, Rent, Printing, Stationery, Posting-bills, &c. :	£.	s.	d.
Messrs. Chute - - - - -	7	13	-
J. Moody - - - - -	9	13	-
Thomas Bligh - - - - -	-	15	-
William Payne - - - - -	12	1	6
— Peach - - - - -	6	13	-
Mrs. Mary Meyler & Son - - - - -	27	19	-
Messrs. Henry Edmund Carrington - - - - -	8	7	11
Frederick Morris - - - - -	4	-	-
Frederick Morris - - - - -	21	-	-
Hollway & Son - - - - -	-	16	6
Hollway & Son - - - - -	11	15	9
John & James Keene - - - - -	2	5	6
W. Browning - - - - -	2	10	-
Wood, Brothers - - - - -	21	6	7
Wood, Brothers - - - - -	-	6	-
W. & F. Dawson - - - - -	10	4	4
	147	7	1
Hire of Carriages :			
Mr. Thomas D. Carter - - - - -	2	13	-
TOTAL - - - £.	252	3	8
Expenses paid by Candidate :			
Advertisements :			
Herald - - - } Rendered on the day of Nomi- { 2 5 -			
Morning Post - - } nation, according to 17 & 18 { 1 16 -			
Daily News - - } Vict. c. 102, s. 25. { 1 16 -			
Times - - - - -	2	5	-
Standard - - - - -	1	10	-
Globe - - - - -	-	18	-
	10	10	-
Incidental Expenses (so called) paid by Agent :			
Telegraphic Messages, viz. :			
On May 24 - - - } Rendered on the day of { - 4 6			
On May 26 - - - } Nomination, { - 3 6			
On June 2 - - - } according to Statute. { - 6 6			
Ditto subsequently rendered - - - - -	-	5	-
	-	19	6
Postages, Stationery, Candles, Receipt Stamps, and other small items, viz. :			
Postage stamps - - - } Rendered on the day of { 2 - -			
Stationery - - - - - } Nomination, { - 3 -			
Cab-hire - - - - - } according to Statute. { - 3 -			
Fly-hire - - - - - { - 2 6			
Subsequently rendered - - - - -	2	1	6
	4	10	-
Cab-hire, and Messengers' Travelling Expenses, viz. :			
Small items, such as railway fares, and cabs in the streets, for which receipts could not be given, certified by Mr. Williams - - - - -	5	11	-

BATH—continued.

	£.	s.	d.
Election Auditor (his first fee) - - - - -	10	-	-
Clerks and Election Agents:	£.	s.	d.
Messrs. C. F. Thompson - - - - -	13	1	7
Edward Appleby - - - - -	8	10	-
Joseph Vowles - - - - -	8	18	2½
James Harding - - - - -	3	10	-
T. A. Tamlyn - - - - -	1	8	-
John C. Cox - - - - -	1	1	-
George G. Hart - - - - -	1	11	6
Henry Mallett - - - - -	2	2	-
E. Appleby - - - - -	1	11	6
	45	3	9½
Town clerk for copies of the register - - - - -	5	8	-
Messengers at Central Committee-room:			
Samuel Fawconer - - - - -	1	-	-
C. Wolfe - - - - -	1	10	-
George Wolfe - - - - -	-	12	-
J. Radford - - - - -	-	2	6
John Wiggins - - - - -	-	10	-
Ambrose Cooper - - - - -	-	10	-
Charles Blatchley - - - - -	1	15	-
Thomas Clark - - - - -	-	8	-
Henry Norman - - - - -	-	10	-
W. Batchelor - - - - -	-	7	6
William Lipper - - - - -	-	5	-
Charles Blatchley - - - - -	-	7	6
T. Badger - - - - -	-	4	-
Robert Gatchell - - - - -	-	8	-
George Green - - - - -	-	7	-
Henry Powney Pow - - - - -	1	-	-
Thomas Selman - - - - -	-	8	-
John Dillon - - - - -	-	8	6
James Townsend - - - - -	-	8	-
John Crook - - - - -	-	8	-
William Hucklebridge - - - - -	-	8	-
	11	17	-
Eleven Inspectors at Polling Booths, at 2 l. 2 s. each:			
Messrs. R. Stothert, E. Webb, G. D. Hill, T. W. Gibbs, G. Cox, W. G. Powell, G. B. Clephane, W. Hale, J. Wyatt, H. Trickey, T. Weston - - - - -	23	2	-
Fifteen Polling Clerks at Polling Booths, at 1 l. 1 s. each:			
Messrs. J. Harding, T. B. Moutrie, W. L. Barnes, G. Williams, J. McMillin, G. H. Scovell, E. Appleby, G. Watts, G. Hart, G. Pratt, J. White, W. E. Reeves, R. C. Blacker, H. Mallett, G. T. Merchant - - - - -	15	15	-
Fifteen Check Clerks, at 10 s. 6 d. each:			
Messrs. G. Harding, J. L. White, A. J. McMillin, W. J. Pond, A. Veale, R. Jones, O. Cromwell, A. Lloyd, E. W. Pocock, E. Smith, E. Willcox, C. Reeves, O. Pow, J. Parsons, E. G. Reynolds - - - - -	7	17	6
Actual Railway and Coach Fare for absent Electors:	£.	s.	d.
Messrs. J. C. W. Gay - - - - -	1	17	4
Charles B. Taylor - - - - -	2	16	-
Joseph Jenkins - - - - -	1	4	-
Thomas Blackman - - - - -	-	5	-

BATH—continued.

Actual Railway and Coach Fare for Absent Electors—continued.

Messrs. John Parsons	-	-	-	-	-	£. 2	-	-
John Wallbridge	-	-	-	-	-	3	10	-
John Locke	-	-	-	-	-	-	6	-
J. Champion, junior	-	-	-	-	-	3	3	4
Henry Osmond	-	-	-	-	-	3	10	-
Hugh C. Massy	-	-	-	-	-	3	4	6
J. W. Coe	-	-	-	-	-	2	7	-
James Lovenbury	-	-	-	-	-	2	11	6
H. George	-	-	-	-	-	1	5	-
John Fleming	-	-	-	-	-	2	11	-
Edward M'Lorg	-	-	-	-	-	-	12	-
Edward Stokes	-	-	-	-	-	-	1	6
R. Stroud	-	-	-	-	-	2	10	4
George Hancock	-	-	-	-	-	2	5	-
William Glenn Hill	-	-	-	-	-	2	10	-
Railway return tickets from London, given to voters, and certified by Mr. Williams, not returned separately							19	15
Captain Eversley	-	-	-	-	-	-	12	-
Mr. John Lane	-	-	-	-	-	2	16	-

£. s. d.

61 12 6

Expenses incurred at Local Committees:

Secretaries:

Messrs. Robert Escott	-	-	-	-	-	2	2	-
John Dyke	-	-	-	-	-	3	3	-
George Wilkinson	-	-	-	-	-	5	-	-
Thomas C. H. Chope	-	-	-	-	-	3	3	-
William Henry Hutton	-	-	-	-	-	3	3	-
Nathaniel Roach	-	-	-	-	-	4	10	-
— Milton	-	-	-	-	-	1	1	-
Henry Phipps	-	-	-	-	-	2	2	-

24 4 -

Use of Committee Rooms:

Furniture, &c.:

Messrs. Whittington & Gill	-	-	-	-	-	2	2	-
John Spare	-	-	-	-	-	1	-	-
W. Carter	-	-	-	-	-	4	4	-
G. Skinner	-	-	-	-	-	-	7	-
William Bussell	-	-	-	-	-	-	2	-
Thomas Knight	-	-	-	-	-	-	5	-
W. Batchelor	-	-	-	-	-	1	10	-
H. Hyams	-	-	-	-	-	1	1	-
R. F. Ashman	-	-	-	-	-	2	10	-
Henry Coplestone	-	-	-	-	-	1	-	-
James Foxwell	-	-	-	-	-	1	1	-
S. Smith	-	-	-	-	-	2	2	-
Thomas D. Carter	-	-	-	-	-	1	1	-
James M'Millin	-	-	-	-	-	1	5	-
White Lion hotel	-	-	-	-	-	1	1	-

20 11 -

Carriage Hire, and other Conveyances:

Messrs. J. Keates	-	-	-	-	-	1	5	-
John Kearton	-	-	-	-	-	2	10	-
B. Curtis	-	-	-	-	-	1	5	-
George Spicer	-	-	-	-	-	-	2	-
Henry Roberts	-	-	-	-	-	1	10	-
W. Carter	-	-	-	-	-	1	10	-
John Ashplant	-	-	-	-	-	1	10	-
C. Beer	-	-	-	-	-	1	10	-
John Strange	-	-	-	-	-	1	5	-
William Blandford	-	-	-	-	-	1	5	-
Henry Thomas Gill	-	-	-	-	-	1	10	-
John Ashplant	-	-	-	-	-	1	10	-
C. Beer	-	-	-	-	-	1	10	-

(continued)

BATH—continued.

Carriage Hire, and other Conveyances—continued.	£.	s.	d.	£.	s.	d.
Messrs. D. Weller - - - - -	1	5	-			
Joseph Stephens - - - - -	-	4	-			
William Wickham - - - - -	2	10	-			
E. Purnell - - - - -	1	10	-			
George M. Temple - - - - -	1	5	-			
Wheel Chair - - - - -	-	4	-			
Henry Butler - - - - -	2	10	-			
James Harcourt - - - - -	1	5	-			
Jacob Powell - - - - -	1	11	6			
John Farley - - - - -	1	5	-			
S. Hayward, expenses of cab-hire	-	11	6			
Edward Howell - - - - -	-	5	-			
J. Keates - - - - -	1	5	-			
Wheel chair, &c., per Mr. Hayward	-	13	-			
Messrs. John Humphreys - - - - -	1	8	-			
George Hiscocks - - - - -	1	5	-			
John Keates - - - - -	1	5	-			
John Shaul - - - - -	-	4	-			
— Keates - - - - -	1	10	-			
— Payne - - - - -	-	6	-			
				40	4	-
Messengers, Attendants, &c., at various Amounts :						
Messengers, not named - - - - -	2	11	-			
Charles Davis - - - - -	-	8	-			
John Grotton - - - - -	-	1	6			
John Kench - - - - -	1	-	-			
F. Smith - - - - -	1	-	-			
William Nicholas - - - - -	-	10	-			
Isaac Tye - - - - -	-	1	6			
George Bishop - - - - -	-	17	6			
W. Batchelor - - - - -	1	-	-			
James Page - - - - -	-	2	-			
Thomas Brown - - - - -	-	2	-			
Charles Sparrow - - - - -	-	8	-			
John Dyke - - - - -	1	10	-			
George Green - - - - -	1	-	-			
Thomas Fenton - - - - -	-	15	6			
John Biss - - - - -	-	8	6			
William Hucklebridge - - - - -	-	8	6			
Williams and Batchelor (chairmen), per Mr. B.						
Bartrum - - - - -	-	19	6			
Charles Cockle - - - - -	1	-	-			
George Mann, for expenses paid - - - - -	-	10	-			
J. White - - - - -	-	8	-			
Frank Dew - - - - -	-	8	-			
A. F. Dew - - - - -	1	-	-			
				16	9	6
Messengers at 5 s. each :						
James Osborn, John Snook, W. Drew, H. Hyams, Robert Batt, Henry Coplestone, Alfred Crisp, Joseph Lucas, George Thomas, sen., G. Thomas, jun., Matthew Denny, Thomas Parsons, jun., Frederick Archer, John Broad, James Foxwell, James Burton, James Prior, F. Gowen, Charles Hancock - - - - -				4	15	-
TOTAL - - - - -				21	4	6
Printing, Stationery, &c. :						
Messrs. John Dyke - - - - -	-	5	-			
H. Hyams - - - - -	-	3	2			
Nathaniel Roach - - - - -	-	6	-			
Charles W. Oliver - - - - -	-	2	-			
Hollway & Son - - - - -	1	4	5			
John & James Keene - - - - -	-	2	6			
Mrs. Mary Meyler & Son - - - - -	-	4	-			
				2	7	1

BATH—continued.

Miscellaneous :	£.	s.	d.	£.	s.	d.
Mr. Carter (fly-hire) - - - - -	-	18	-			
Telegraphic messages to London - - - - -	-	6	6			
Mr. Jones, of Bristol (for services rendered) - - - - -	1	18	-			
Mr. Wiggins (law-writer) - - - - -	1	1	-			
				4	3	6
Mr. Williams, agent for election expenses duly appointed, his charge—						
Fee for conducting election - - - - -	-	-	-	105	-	-
Election Auditor :						
His per-centage - - - - -	13	3	-			
His reasonable expenses - - - - -	1	9	-			
Publishing abstract (moiety) - - - - -	5	5	3			
				19	17	3
SUM TOTAL of Expenditure - - - £.				692	1	3½

SUMMARY of EXPENDITURE on account of *William Tite*, Esq., M.P.

	£.	s.	d.	£.	s.	d.
Paid by election auditor - - - - -	280	8	3			
Paid by agent, auditor's first fee - - - - -	10	-	-			
Paid by ditto, advertisements - - - - -	6	13	3			
Paid by ditto, "current expenses" - - - - -	244	8	6			
Paid by ditto, auditor's per-centage - - - - -	10	12	7			
Paid by ditto, reasonable expenses - - - - -	1	9	5			
Paid by publishing abstract (moiety) - - - - -	5	5	3			
TOTAL - - - £.				558	17	3
Per Contra :						
By cheque drawn by agent on Messrs. Dimsdale & Co., London - - - - -	107	8	7			
By ditto, ditto on Messrs. Moger & Son, Bath - - - - -	31	10	-			
By ditto, ditto, on Messrs. Dimsdale & Co. - - - - -	31	10	-			
By ditto, ditto, on Messrs. Moger & Son - - - - -	109	19	8			
				280	8	3
By cheque on Messrs. Glynn, Mills, & Co., sent by Mr. Drake to auditor - - - - -				15	12	7
By moneys stated by Mr. Drake to have been expended by him, very many vouchers for which he has informed the auditor are in his (Mr. Drake's) possession, and which he considers it his province to retain - - - - -				261	1	9
By to be repaid auditor - - - - -				1	14	8
TOTAL - - - £.				558	17	3

BATH—continued.

SUMMARY of EXPENDITURE on account of *William Whateley, Esq., Q. C.*

	£.	s.	d.	£.	s.	d.
Paid by candidate - - - - -	10	10	-			
Paid by agent, and repaid to him by or through election auditor - - - - -	290	6	10 $\frac{1}{2}$			
Paid by agent to auditor, for over-drawn - - - - -	10	-	-			
Paid by agent to miscellaneous - - - - -	4	3	6			
Paid by election auditor - - - - -	252	3	8			
Paid by election auditor, Mr. Williams's fee - - - - -	105	-	-			
Paid by election auditor to himself, per-centage - - - - -	13	3	-			
Paid by election auditor to himself, reasonable expenses - - - - -	1	9	-			
By publishing abstract (moiety) - - - - -	5	5	3			
TOTAL - - - - -	£.	692	1	3 $\frac{1}{2}$		
Per contra :						
By cash deposited at Messrs. Stuckey & Co.'s bank, Bath, in the joint names of Mr. Whateley, candidate, and Mr. Dunlop, auditor - - - - -	390	-	-			
By cheque from Mr. Williams to auditor, for over-drawn - - - - -	10	-	-			
By cheque on Messrs. Coutts & Co., in favour of auditor, drawn by Mr. Whateley - - - - -	265	13	6 $\frac{1}{2}$			
				665	13	6 $\frac{1}{2}$
By paid by agent, auditor's first fee - - - - -	10	-	-			
By paid by agent, to miscellaneous - - - - -	4	3	6			
				14	3	6
By candidate, for advertisements - - - - -	-	-	-	10	10	-
By to be repaid auditor - - - - -	-	-	-	1	14	3
TOTAL - - - - -	£.	692	1	3 $\frac{1}{2}$		

SUPPLEMENTARY.

	£.	s.	d.
Charge for extra advertisement - - - - -	7	-	-
Moiety to each candidate - - - - -	3	10	-
Further Receipts by Auditor, viz:—	£.	s.	d.
By Post-office order from Mr. Drake, in favour of auditor - - - - -	1	14	8
By - - - - - ditto - - - - - ditto - - - - -	3	10	-
	5	4	8
Further Receipts by Auditor, viz.:—			
By cheque from Mr. Williams to auditor - - - - -	5	4	3
Making Total Expenditure on behalf of Mr. Tite - - - - -	562	7	3
And Total Expenditure on behalf of Mr. Whateley - - - - -	695	11	3 $\frac{1}{2}$

11, Vineyards, Bath,
20 March 1856.

Donald M. Dunlop,
Election Auditor for the City and Borough of Bath.

MR. DUNLOP begs to state that he is of the Inner Temple, barrister-at-law, and Member of the Faculty of Advocates, Edinburgh; and that he is at present practising at Bath as a conveyancer and chamber counsel.

CHELTENHAM BOROUGH.

ACCOUNT of all the EXPENSES incurred at the Election of a Burgess to serve in Parliament for the Borough of Cheltenham, on Saturday, the 14th day of July 1855, specifying every Sum of Money paid to me, or paid by me, the undersigned, *John Brend Winterbotham*, "the Auditor of Election Expenses," duly appointed under and by virtue of "The Corrupt Practices Prevention Act, 1854," or by my Authority, on behalf of *Grenville Charles Lennox Berkeley*, Esq., and *William Ridler*, Esq., the Candidates at the said Election (and of all Sums claimed, although the same have not been allowed or paid), and to whom such Payment was made, and for what particular Debt or Liability, including the Amount of the Sums paid by each Candidate for Advertisements, and also the Total Amount of Personal and other Expenses incurred by each Candidate in any way relating to the said Election, such Accounts having been rendered by the said Candidates or their Agents.

ABSTRACT from the Returning Officer's Charges.

DEBTOR.	£. s. d.	Debtor—continued.	£. s. d.
Paid S. C. Harper, for printing - -	11 3 6	Clerk to magistrates, swearing the same -	2 2 -
James Liddiard and John Cox, for posting bills - - - -	1 14 6	Staves for constables, &c. - - -	2 - -
John Preston, crier - - - -	1 10 -	Eight copies of register, for deputies at booths, at 2 s. 6 d. - - -	1 - -
John Laurence, for hire of town hall, for nomination and declaring of poll - -	5 - -	Examining and certifying copies - -	1 1 -
Jos. Cormell, for fitting up same - -	5 - -	Fly-hire, for returning officer going from booth to booth - - - -	1 5 -
Erecting six booths, for districts 1, 2, 3, 4, 5, and 8 - - - -	60 - -	Returning officer's fee - - - -	21 - -
Two dozen inkstands for booths - -	1 4 -	Returning officer's oath, and clerk of peace filing same - - - -	- 12 6
John Lawrence, for use of ground for booth No. 3 - - - -	1 - -	Messengers, letters, postages, &c. - -	1 1 -
Isaac Smallcombe - ditto, booth No. 4	1 - -	£.	182 5 6
Booths for districts Nos. 6 and 7 - -	10 10 -		
Messrs. J. W. Burrup, L. W. Lewis, H. Plumbe, B. Jones, R. T. Tanner, De Lacy Towle, C. J. Chesshyre, and J. Packwood, deputies of returning officer, at the eight polling booths (3 l. 3 s. each)	25 4 -	CREDITOR.	
Eight poll-clerks (1 l. 1 s. each) - -	8 8 -	Credit as per account against Mr. Berkeley, one-half the above amount - - -	91 2 9
Poll-books, appointments of deputies, appointments of poll-clerks and their oaths, cards of questions and oaths to voters, testaments, pens, ink, wax, stationery, &c. -	5 10 -	Credit as per account against Mr. Ridler -	84 10 3
Mr. Lefroy, payments to 40 special constables - - - -	15 - -	Items disallowed by Mr. Ridler, viz., one-fourth of payment for poll-books, &c., 1 l. 7 s. 6 d.; and one-fourth of returning officer's fee, 5 l. 5 s. - - - -	6 12 6
		£.	182 5 6

G. C. L. Berkeley, Esq.

	£. s. d.	Messengers, &c.—continued.	£. s. d.	£. s. d.
To returning officer, share of expenses, as above - - - -	91 2 9	Nath. Poulston - - - -	5 - -	
Ditto, expenses of return - - - -	8 18 6	Henry Summers - - - -	10 - -	
Messengers at General Committee-room and Polling-booths, Doorkeepers, &c., viz. :		Edward Smith - - - -	10 - -	
Edward Izard - - - -	1 1 -	William Griffin - - - -	10 - -	
William Sadler - - - -	15 - -	William Turk - - - -	1 5 -	
Henry Thache - - - -	1 10 -	A. Thynne - - - -	5 - -	
George Wilson - - - -	1 15 -	W. Matthews - - - -	1 - -	
Henry Perry - - - -	3 2 6	William Thomas - - - -	1 10 -	
		Alfred Hale - - - -	1 10 -	
		Thomas Benbow - - - -	1 10 -	
		J. Stowe - - - -	10 - -	

CHELTENHAM BOROUGH—continued.

Messengers, &c.—continued.	£.	s.	d.	£.	s.	d.	Tradesmen's Bills—continued.	£.	s.	d.	£.	s.	d.
Hugh Riley - - -	-	-	5	-	-	-	F. Margetts, private hotel	-	-	-	-	-	-
J. Fisher - - -	-	-	1	-	-	-	bill of Mr. Berkeley -	10	16	4	-	-	-
James Knight - - -	-	-	15	-	-	-	Thomas Willey, for printing	12	17	-	-	-	-
G. Eagles - - -	-	-	1	-	-	-	Alfred Harper, for printing	5	-	-	-	-	-
Thomas Lusty - - -	-	-	1	-	-	-	Ditto, for advertising -	5	1	6	-	-	-
George Turner - - -	-	-	10	-	-	-	George Norman, for print-	-	-	-	-	-	-
D. Murphy - - -	-	-	10	-	-	-	ing - - -	30	10	4	-	-	-
Joseph Dutton - - -	-	-	10	-	-	-	Ditto, for advertising in	-	-	-	-	-	-
Peter Loyland - - -	-	-	5	-	-	-	" Examiner," " Chroni-	-	-	-	-	-	-
John Powell - - -	-	-	1	-	-	-	cle," and " Looker-On" -	7	18	-	-	-	-
Thomas Griffin - - -	-	-	10	-	-	-	Richard Edwards, for print-	-	-	-	-	-	-
William Lancey - - -	-	-	10	-	-	-	ing - - -	4	15	-	-	-	-
Thomas James - - -	-	-	10	-	-	-	Ditto, for advertising in	-	-	-	-	-	-
Thomas Heslop - - -	-	-	15	-	-	-	" Cheltenham Herald" -	10	6	-	-	-	-
Edward Matthews - - -	-	-	5	-	-	-	Joseph Williams, for printing	10	-	-	-	-	-
J. P. Butt - - -	-	-	1	-	-	-	Thomas Lyford, ditto -	10	12	2	-	-	-
Alexander Jones - - -	-	-	5	-	-	-	William Manning, ditto -	2	7	6	-	-	-
E. Archer - - -	-	-	7	6	-	-	Eliza Dight, for stationery -	10	5	10	-	-	-
William Ballinger - - -	-	-	1	5	-	-	Charles Maisey, for bill	-	-	-	-	-	-
Frederick Andrews - - -	-	-	2	10	-	-	boards - - -	-	-	18	-	-	-
Henry Smith - - -	-	-	5	-	-	-	John Macalpine, ironmon-	-	-	-	-	-	-
William Baker - - -	-	-	5	-	-	-	ger's bill - - -	-	-	6	-	-	-
John Browning - - -	-	-	5	-	-	-	G. Cole, for use of commit-	-	-	-	-	-	-
R. Sheppard - - -	-	-	10	-	-	-	tee-room - - -	-	-	15	-	-	-
Matthew Jones - - -	-	-	7	6	-	-	T. James, ditto - - -	-	-	15	-	-	-
Robert Mayall - - -	-	-	17	6	-	-	E. A. Cossens, ditto - -	-	-	10	6	-	-
John Knight - - -	-	-	15	-	-	-	S. Collier, ditto - - -	-	-	15	-	-	-
F. Wynn - - -	-	-	15	-	-	-	C. F. Wickes, two ditto -	1	10	-	-	-	-
Samuel Jones - - -	-	-	1	15	-	-	Eighteen copies of " Regis-	-	-	-	-	-	-
Francis Smith - - -	-	-	1	-	-	-	ter," at 2 s. 6 d. each -	2	5	-	-	-	-
Thomas Leithhead - - -	-	-	1	11	6	-	Mary Hadley, for advertising	17	-	-	-	-	-
Samuel Roche - - -	-	-	10	-	-	-	Mrs. Wilson, refreshments	-	-	-	-	-	-
William Clutterbuck - - -	-	-	5	-	-	-	for district committee-	-	-	-	-	-	-
						41 2 6	rooms - - -	2	18	-	-	-	-
Writing Clerks:							Henry Leech, ditto - - -	3	5	9	-	-	-
Frederick Cooper - - -	-	-	5	-	-	-	Postage stamps, stationery,	-	-	-	-	-	-
Edward Izard - - -	-	-	4	17	6	-	and sundries, by Mr.	-	-	-	-	-	-
William Millington - - -	-	-	4	10	-	-	Sheldon - - -	19	5	-	-	-	-
Alfred Millington - - -	-	-	4	10	-	-	John Laurence, for hire of	-	-	-	-	-	-
Thomas Matthews - - -	-	-	4	4	-	-	Town Hall, as general	-	-	-	-	-	-
John Green - - -	-	-	15	-	-	-	committee-room, and gas	16	4	-	-	-	-
William Melmer - - -	-	-	10	6	-	-	John Alder, for five dozen	-	-	-	-	-	-
J. Symms - - -	-	-	15	-	-	-	blocks for committee-room	11	-	-	-	-	-
Charles Griffiths - - -	-	-	1	6	-	-	John Packwood, amount	-	-	-	-	-	-
Henry Watts - - -	-	-	1	15	-	-	paid by him for telegraph	-	-	-	-	-	-
Edward Cox - - -	-	-	1	-	-	-	messages - - -	-	-	12	-	-	-
Richard Hawkins - - -	-	-	7	6	-	-							184 10 5
R. A. Green - - -	-	-	15	-	-	-	Fly Hire and Drivers:	-	-	-	-	-	-
Thomas Turner - - -	-	-	2	5	-	-	F. Margetts - - -	4	7	-	-	-	-
E. Jenkins - - -	-	-	3	17	6	-	Harriet Mulcock - - -	4	12	6	-	-	-
John Perry, law stationer -	19	-	-	-	-	50 13 -	James Hillier - - -	3	18	-	-	-	-
Bill Stickers and Distributors:							Thomas Savill - - -	1	6	-	-	-	-
James Leddiard - - -	-	-	1	17	6	-	Edward Wirdnam - - -	3	2	6	-	-	-
Thomas Alderslade - - -	-	-	11	-	-	-	Benjamin Chapman - - -	1	1	-	-	-	-
Henry Parker - - -	-	-	1	10	-	-	Thomas Kitchener - - -	2	18	-	-	-	-
Henry Bennett - - -	-	-	15	-	-	-	W. S. Davis - - -	6	10	-	-	-	-
John Baker - - -	-	-	7	6	-	-	John Workman - - -	3	18	-	-	-	-
George King - - -	-	-	5	-	-	-	John Staples - - -	2	12	-	-	-	-
George Alderslade - - -	-	-	1	-	-	-	Richard Glover - - -	3	18	-	-	-	-
						6 6 -	George Caudle - - -	1	6	-	-	-	-
Tradesmen's Bills:													46 9 -
John Maver, stationer - -	-	-	12	-	-	-	Voters' Travelling Expenses:	-	-	-	-	-	-
Electric Telegraph Com-	-	-	-	-	-	-	James Mugridge, from Lon-	-	-	-	-	-	-
pany, for messages - -	1	6	-	-	-	-	don and back - - -	2	-	-	-	-	-
W. Hooper, for hire of tables	-	-	-	-	-	-	Thomas Turfrey, from Clif-	-	-	-	-	-	-
and trussels - - -	-	-	6	-	-	-	ton and back - - -	1	-	-	-	-	-
W. Paine, for printing -	12	15	-	-	-	-	William Mason, from Bath	-	-	-	-	-	-
Samuel Charles Harper, for	-	-	-	-	-	-	and back - - -	1	-	-	-	-	-
printing - - -	4	17	-	-	-	-	Joseph Eagles, from Here-	-	-	-	-	-	-
F. Margetts, for refreshments	-	-	-	-	-	-	ford and back - - -	1	-	-	-	-	-
to clerks, and at committee-	-	-	-	-	-	-	Josiah Marriott, from Nor-	-	-	-	-	-	-
room and polling-booths -	12	3	-	-	-	-	wich and back - - -	3	15	6	-	-	-
							Charles Baker, from London	-	-	-	-	-	-
							and back - - -	1	10	-	-	-	-

CHELTENHAM BOROUGH—continued.

Voters' Travelling Expenses—continued.			Canvassers, &c.—continued.					
	£.	s. d.		£.	s. d.		£.	s. d.
Henry Holyfield, from Sy-	£.	s. d.	Henry Markey -	-	1 1 -			
denham and back -	-	3 5 6	Charles M. Sheldon -	-	10 10 -			
William Norman, from			C. F. Wickes -	-	3 3 -			
Swansea and back -	-	1 17 -	Peter Vines -	-	15 - -			
							72	5 6
Inspectors:			Professional Agent, and Solicitors					
George Packwood, Booth			employed as Canvassing Agents					
No. 4 -	-	3 3 -	and Inspectors:					
Robert Wheeler, No. 8	-	3 3 -	Thomas Sheldon, general					
Charles Pumfrey, and travel-			agent -	-	105 - -			
ling expenses, No. 6 -	-	5 5 -	A. E. Arkell -	-	13 2 6			
			E. T. Brydges -	-	13 2 6			
			Thomas Jones -	-	13 2 6			
Check Clerks:			Walter Jessop -	-	12 12 6			
Alfred Millington, Booth			Charles H. Jessop -	-	12 12 6			
No. 1 -	-	1 1 -	Francis Price -	-	13 2 6			
Henry Forty, No. 2 -	-	1 1 -	John Packwood -	-	12 12 -			
Edward Coombes, No. 3 -	-	1 1 -	George Ridge -	-	13 2 6			
F. Jenkins, No. 4 -	-	1 1 -	W. C. Umbers -	-	13 2 6			
Henry Tarrant, No. 5 -	-	1 1 -	C. H. Williams -	-	13 2 6			
George Utterson, No. 6 -	-	1 1 -	William Winterbotham -	-	13 2 6			
Edward Izard, No. 7 -	-	1 1 -	J. B. Winterbotham, jun. -	-	13 2 6			
Samuel Artus, No. 8 -	-	1 1 -	Ditto, expenses to London -	-	3 - -			
							263	19 6
Canvassers, &c.:			Paid share of advertising this account -				1	15 -
Frederick Marshall -	-	5 - -	First fee as election auditor, as allowed by					
John Sheldon -	-	9 9 -	Act -	-	- - -		10	- -
John Packwood; amount			Commission, at 2l. per cent. on 802l. 9s. 2d.,					
paid by him to agent can-			as allowed by Act -	-	- - -		16	- 10
vassing at Birmingham -	-	5 5 -						
John Cooke -	-	7 17 6						
Benjamin Leach -	-	7 13 -						
William Ward -	-	5 5 -						
C. Oakey -	-	1 1 -						
Edgar Cox -	-	1 1 -						
						£.	828	10 -

William Ridler, Esq.

	£.	s. d.
To returning officer, share of expenses, as allowed by Mr. Ridler -	-	84 10 3
Items therein disallowed by Mr. Ridler, as set forth in returning officer's		
account -	-	6 12 6
Share of advertising this account -	-	- 15 -
First fee as election auditor, as allowed by Act -	-	10 - -
Commission at 2l. per cent. on 85 l. 5 s. 3 d., as allowed by Act -	-	1 14 -
	£.	103 11 9

N.B.—The first item, of 84l. 10s. 3d., has alone been paid by Mr. Ridler as yet; and Mr. Ridler states that he has neither made nor authorised any other payment.

Cheltenham, 14 March 1856.

J. B. Winterbotham, Solicitor,
Election Auditor.

EVESHAM BOROUGH.

AN ABSTRACT of the ACCOUNT of the EXPENSES of *Richard William Johnson, William Malins* and *Edward Holland*, Esquires, relating to the Election of a Member of Parliament for the Borough of *Evesham*, in July 1855, and audited under "The Corrupt Practices Prevention Act, 1854."

The EXPENSES of *Richard William Johnson*, Esq., as a Candidate.

PAYMENTS certified by him as having to his belief been *bond fide* fit and proper to be paid in Ready Money, and the Payment of which could not conveniently be postponed, and afterwards allowed by Auditor.

	£.	s.	d.
To Mr. Josiah Pearce, for printing and stationery - - - - -	1	8	8
Job Baylis (town crier), for posting and delivering bills - - - - -	-	10	-
Benjamin Knight, for delivering bills, and also as messenger, less 10s., disallowed by auditor - - - - -	-	10	-
Mr. John Humphreys, for hire of horse - - - - -	-	10	-
Mr. J. B. Saunders, posting to Worcester, and expenses - - - - -	1	12	4
Mr. George Wheatcroft, for hotel bill during three days for candidate and his personal friends, not being voters nor residents within the borough, less 7s. disallowed by the auditor for the items "Two dinners (Jarrett and Haynes), 4s.; two suppers, 3s." - - - - -	17	15	1
£.	22	6	1

PAYMENTS through the Auditor upon the Admission of the Candidate, and at his Request.

	£.	s.	d.
For his share of the claim of the Evesham bellringers during two days' canvass, being one-third of the aggregate sum allowed by auditor, after the rate of 5s. per day for each bell, and considered as labour performed, and not prohibited by the Act - - - - -	1	6	8
For his share of the claim of the Bengeworth bellringers for the same days, after the like rate and proportion - - - - -	-	16	8
£.	2	3	4

	£.	s.	d.
Payments as above made by candidate, and afterwards allowed by auditor - - - - -	22	6	1
Payments made by auditor at request of candidate - - - - -	2	3	4
	24	9	5
Auditor's fee and per-centage under the Act, including candidate's share of advertising abstract of account - - - - -	11	4	-
TOTAL of Mr. Johnson's Expenses - - - £.	35	13	5

The EXPENSES of *William Malins*, Esq., as a Candidate.

PAYMENTS made by Candidate in Ready Money, and which could not conveniently be postponed.

	£.	s.	d.
To Edward Goodall, as messenger - - - - -	-	5	-
William Pearne, accompanying on canvass - - - - -	-	10	-
£.	-	15	-

EVESHAM BOROUGH—continued.

PAYMENTS by Auditor upon Admission of Candidate, and at his Request.

	£.	s.	d.
For his share of the claim of the Evesham bellringers during the two days' canvass, after the rate and proportion above mentioned - - - - -	1	6	8
For his share of the claim of the Bengeworth bellringers for the same two days - - - - -	16	8	
Mr. Josiah Pearce, for printing addresses, and stationery, and for posting by crier, Baylis - - - - -	2	3	-
£.	4	6	4
Payments as above by candidate, and afterwards allowed by auditor - - - - -	15	-	
Payments at his request by auditor - - - - -	4	6	4
	5	1	4
The auditor's fee and per-centage, and candidate's share of advertising account - - - - -	10	17	-
TOTAL Expenditure by Mr. Malins - - - £.	15	18	4

The EXPENSES of *Edward Holland*, Esq., the Member Returned.

	£.	s.	d.
Payments before the day of nomination made by Mr. Oswald Cheek, the declared agent for election expenses, and certified to be fit and proper to have been made in ready money, and which could not conveniently be postponed - -	3	11	2

BILLS and Claims admitted by Mr. *Holland*, and at his Request paid through the Auditor.

	£.	s.	d.
To Mr. Richard Bult, for printing addresses and stationery - - - - -	5	14	3
For Mr. Holland's share to the Evesham bellringers, for the two days' canvass, and the whole for day of election - - - - -	3	6	8
For the Bengeworth bellringers - - - - -	2	1	8
For the customary fee of the town clerk upon the return, (and if admitted by the Member, not prohibited by the Act) - - - - -	10	10	-
For the customary fee of 1 <i>l.</i> 1 <i>s.</i> to each of the two serjeants-at-mace and town crier, under the like circumstances - - - - -	3	3	-
To Thomas Pardoe, the hallkeeper - - - - -	-	10	-
£.	25	5	7
Payments (as above) made by the agent before the day of nomination - - - - -	3	11	2
Payments made through auditor - - - - -	25	5	7
	28	16	9
The auditor's fee and per-centage, and one-third of the cost of advertising account - - - - -	11	6	6
TOTAL Expenditure of Mr. Holland - - - £.	40	3	3

Great Hampton, 3 Sept. 1855.

B. Workman, Election Auditor.

In further compliance of the circular, as to my "description"—I am in the commission of the peace for the counties of Worcester and Gloucester; and I crave leave to add, that I accepted the office of auditor for the purpose of a rigid observance of the Corrupt Practices Prevention Act, having resolved to hand over the fees in furtherance of some public work within the borough.—*B. W.*

G L O U C E S T E R.

Sir,

Gloucester, 18 March 1856.

I HAVE herewith sent an abstract of the election expenses of William Philip Price, esq., elected Member of Parliament for the City of Gloucester on the 31st day of March 1855. I still hold the office of auditor, and my name and description, "Richard Hodges Carter, of the City of Gloucester, Barrister-at-Law." The sheriff's full charge was 26*l.* 16*s.* 6*d.*, from which I deducted 6*l.* 16*s.* 6*d.*

	£.	s.	d.
Sheriff's charges and fee - - - - -	20	-	-
Advertisements and printing - - - - -	7	15	-
Canvass books, district books, and delivery of bills and circulars - - -	11	7	2
£.	39	2	2

Allowed by me,

R. H. Carter.

H E R T F O R D B O R O U G H.

1.—ELECTION AUDITOR.

Name and Description of Election Auditor } Stephen Soames, of No. 6, Stone Buildings, Lincoln's-
Auditor - - - - - } Inn, Barrister-at-Law.
Name of Candidate - - - The Right Honourable William Francis Cowper.
Amount of Election Expenses - 62*l.* 14*s.*

2.—ELECTION EXPENSES.

GENERAL ACCOUNT of the Expenses of the Right Honourable William Francis Cowper, M.P., in respect of his Election for the Borough of Hertford on the 14th August 1855.

1855:	Dr.	£.	s.	d.
23 October	To the following payments made by the election auditor; namely, To the town clerk, amount of his bill in respect of the election - - - - - To Mr. S. Austin, amount of his bill for printing, stationery, and advertisements - - - - - To Mr. E. R. Spence, amount of his bill as agent to the Right Honourable W. F. Cowper - - - - - To election auditor's fee - - - - - To per-centage on payments made by election auditor To expenses incurred by election auditor for advertising - - - - -	13 11 26 10 1 -	3 12 5 -	6 6 - - - -
	£.	62	14	-
	Cr.			
16 October	By receipt by the election auditor: By cheque on Messrs. Coutts & Co. - - - - -	£.	62	14 -

19 March 1856. Stephen Soames, Election Auditor.

KIDDERMINSTER BOROUGH.

PAYMENTS made on the behalf of the Right Honourable *Robert Lowe*, on the 14th day of August 1855, by Cheques drawn and signed by *William Talbot*, the Agent for Election Expenses, and passed through the hands of *Thomas Hallen*, the Election Auditor.

Returning Officer and Town-clerk's Charges:	£.	s.	d.
Ankrett, Henry, for erection of booth - - - - -	20	-	-
Indentures of return, and returning same with writ to the clerk of the Crown - - - - -	16	9	4
Paid printing and stationery - - - - -	2	14	-
Crier's fees for posting and delivery - - - - -	1	1	-
Agents:			
Batham, James, solicitor, five days - - - - -	26	5	-
Brinton, William, solicitor, four days - - - - -	26	5	-
Saunders, Henry, solicitor, four days - - - - -	26	5	-
Bird, Geo. Adam, solicitor, three days - - - - -	21	-	-
Talbot, William, agent for election expenses - - - - -	26	5	-
	126	-	-
Printing and Stationery:			
Fowler, Ann - - - - -	10	2	4
Mark, Thomas - - - - -	-	14	6
	10	17	4
Conveyances:			
Rhoades, William - - - - -	17	12	-
Postboys - - - - -	3	-	-
	20	12	-
Expenses of Committee-rooms:			
Rhoades, Joseph - - - - -	7	7	-
Servants - - - - -	1	10	-
	8	17	-
Personal Expenses:			
Account at Lion Hotel - - - - -	1	12	6
Incidental Expenses:			
Public rooms and Corn Exchange Company, for room to hold public meeting - - - - -	5	5	-
Telegraphic messages - - - - -	3	3	-
Payments to clerks making out canvass books, door-keepers, messengers, and travelling expenses to canvass out-voters, &c. - - - - -	20	10	-
	28	18	-
Election Auditor:			
First fee - - - - -	10	-	-
Two per cent. on 237 <i>l.</i> 1 <i>s.</i> 2 <i>d.</i> - - - - -	4	14	9
	14	14	9
Advertising accounts - - - - -	1	8	-
	£.	253	3 11

(signed) *Thos. Hallen*,
Election Auditor and Solicitor.

LEWES BOROUGH.

Election Auditor :—John Edward Fullagar, of Lewes, Solicitor.

Election, 5th April 1855.

AN ABSTRACT of all Expenses incurred at the said Election by the Honourable *Henry Bouverie William Brand*, the sole Candidate.

1855:		£.	s.	d.
28 June -	To Agency:			
	Messrs. T. & E. Blaker - - - - -	54	13	6
	Mr. A. R. Briggs - - - - -	26	5	-
	To Advertisements, Printing, and Distribution of Hand-			
	bills:			
	G. P. Bacon - - - - -	9	4	6
	Baxter & Son - - - - -	2	10	-
	Charles Wood - - - - -	1	-	6
	To Expenses of Returning Officers:			
	Frederick Holman, for hustings - - - - -	3	8	6
	Charles Wood, town crier - - - - -	1	16	6
	John Stenning, tavern bill for the officers of the			
	borough, engaged in the election - - - - -	6	3	6
	The town clerk, customary fee as adviser of return-			
	ing officers, preparing notices, and indentures of			
	return, &c. - - - - -	21	-	-
	The high constable, journey to London to deliver			
	return - - - - -	3	3	-
	To Auditor:			
	P ayments for advertising, "Sussex Express" - -	1	1	-
	Ditto - - - - - "Sussex Advertiser" - -	1	1	-
	Fee and commission - - - - -	12	14	-
	£.	144	1	-

The above charges having been sent to the Honourable Henry Bouverie William Brand, or his agents, within the time limited by the Statute of 18 Vict. c. 102, and admitted, were audited and afterwards paid through the auditor by the said Henry Bouverie William Brand.

30 June 1855. J. E. Fullagar, Auditor.

LIVERPOOL BOROUGH.

ELECTION of a Member to serve in Parliament for the Borough of *Liverpool*, on the 27th and 28th days of March 1855, at which Election *Joseph Christopher Ewart*, Esq., and Sir *Samuel George Bonham*, Bart., c. B., were the Candidates.

AN ACCOUNT made out by me, the undersigned Election Auditor for the said Borough, pursuant to "The Corrupt Practices Prevention Act, 1854," of all the Expenses incurred at the said Election by each of the said Candidates, in which is specified every Sum of Money paid to me, or paid by me, or by my authority, on behalf of each Candidate.

SUMS paid to me by *George Holt*, jun., Esq., an Agent appointed by the said *Joseph Christopher Ewart* under the said Act.

1855:		£.	s.	d.			£.	s.	d.
31 Mar. -	Cash - - -	185	19	10	20 April	Cash - - -	252	4	-
31 - - -	Ditto - - -	13	-	3	20 - - -	Ditto - - -	30	-	-
2 April -	Ditto - - -	313	10	-	20 - - -	Ditto - - -	2	12	6
11 - - -	Ditto - - -	320	-	-	20 - - -	Ditto - - -	4	12	-
11 - - -	Ditto - - -	10	-	-	20 - - -	Ditto - - -	1	18	-
11 - - -	Ditto - - -	10	-	-	12 June -	Ditto - - -	38	5	7
11 - - -	Ditto - - -	30	-	-					
						£.	1,212	2	2

LIVERPOOL BOROUGH—continued.

SUMS Paid by me, or by my authority, on account of the said *Joseph Christopher Ewart*, 31 March 1855.

To the undermentioned 67 check clerks at polling booths:—		£. s. d.	Everton Ward—continued.		£. s. d.
Thomas Brockbank,	John Brockbank, William Lewis, William Roome, Robert Grose, Joseph Coventry, Richard Morley, Samuel Peck, Joseph Thurnam, Peter L. Stubbs, John Bridson, Thomas Bradley, Charles Young, Ebenezer Morris, William Scott, William P. Platt, T. W. Bates, Robert Rogers, James Leonard, Richard Butler, F. O. Farrell, Edward G. Cradock, William Tucker, James Richardson, Robert J. Jervis, W. B. Morgan, Thomas Milligan, H. M. Ball, T. Jack, George Pierce, Thomas Backhouse, Robert M'Morine, Thomas Scott, Wm. Brough, Jos. Quinn, Owen M'Evoy, Henry Gowan, S. Venables, jun., P. M'Allister, Charles Hughes, John Underhill, Wm. Walton, Thomas Sammond, John Wells, J. O. Williams, James M'Sorley, A. Mackenzie, John Butler, Thomas Whetton, Charles Cowley, James Burns, David Jehn, M. Roberts, J. Ridgway, Wm. Parry, C. K. Worrall, John Woodroffe, John Harvie, Jas. Fowler, Joseph Youlton, J. Woolfe, John Balderstone, Sam. Haynes, Robt. Woodall, G. W. Kewley, Jas. Robinson, and Daniel M'Cabe, 1 <i>l.</i> 1 <i>s.</i> each - - -	70 7 -	Thomas Shepherd, clerk - - -	1 10 -	6 10 -
			Messengers:		
			Thomas Arnold, John Hird, John Williams, Ed. Marsden, John Butler, and Jas. Keenan, 10 <i>s.</i> each - - -	3 - -	
			Scotland Ward:		
			Messengers:		
			Michael Murphy and Jos. Benson, 5 <i>s.</i> each - - -	10 - -	
			John B. Brough and H. White, 10 <i>s.</i> each - - -	1 - -	
			Charles Martin and James Meredith, 15 <i>s.</i> each - - -	1 10 -	3 - -
			Vauxhall Ward:		
			Secretaries:		
			Millington Walthew - - -	2 15 -	
			James Kernes - - -	1 11 6	4 6 6
			St. Paul's Ward:		
			Secretary: John Tyson - - -	2 - -	
			Messengers:		
			William Walton - - -	7 - -	
			Thomas Usher - - -	1 - -	3 7 -
			Exchange Ward:		
			Messengers:		
			Jos. Hincks, Charles Johns, and James Cocksedg, 10 <i>s.</i> each - - -	- - -	1 10 -
			Castle-street Ward:		
			Secretary: P. Hughes - - -	15 - -	
			Messengers:		
			R. S. Deverill and John Lodge, 10 <i>s.</i> each - - -	1 - -	
			Edward Davies - - -	12 6	
			John Found - - -	15 - -	3 2 6
			St Peter's Ward:		
			Messengers:		
			J. B. Williams - - -	10 - -	
			Joseph Lewis - - -	1 5 -	
			John Furniull - - -	1 - -	2 15 -
			Pitt-street Ward:		
			Messengers:		
			John Cathrall - - -	7 6	
			George Oakley, John Anders, and George Nesdale, 5 <i>s.</i> each - - -	15 - -	
			John Underhill - - -	10 - -	
			J. Rody - - -	18 - -	2 10 6
			Great George Ward:		
			Messengers:		
			Robert Lee - - -	5 - -	
			Robert Gowan and S. J. Woodroffe, 10 <i>s.</i> each - - -	1 - -	1 5 -
			Rodney-street Ward:		
			Secretaries:		
			Thomas Dougherty - - -	2 5 -	
			Thomas Calderbank - - -	1 10 -	
To the undermentioned clerks employed in the committee-room on the day of election; viz., James W. Petch, Richard Jones, James L. Travis, Charles M'Callis, W. S. James, John Conway, and George Peck, 10 <i>s.</i> each - - -		42 11 1			
To the undermentioned persons employed in the Wards; viz.—					
Everton Ward:					
Secretaries:	£. s. d.				
George Ledger - - -	1 10 -				
Samuel Day - - -	10 - -				
To the undermentioned 67 check clerks at polling booths:—					
Thomas Brockbank,	John Brockbank, William Lewis, William Roome, Robert Grose, Joseph Coventry, Richard Morley, Samuel Peck, Joseph Thurnam, Peter L. Stubbs, John Bridson, Thomas Bradley, Charles Young, Ebenezer Morris, William Scott, William P. Platt, T. W. Bates, Robert Rogers, James Leonard, Richard Butler, F. O. Farrell, Edward G. Cradock, William Tucker, James Richardson, Robert J. Jervis, W. B. Morgan, Thomas Milligan, H. M. Ball, T. Jack, George Pierce, Thomas Backhouse, Robert M'Morine, Thomas Scott, Wm. Brough, Jos. Quinn, Owen M'Evoy, Henry Gowan, S. Venables, jun., P. M'Allister, Charles Hughes, John Underhill, Wm. Walton, Thomas Sammond, John Wells, J. O. Williams, James M'Sorley, A. Mackenzie, John Butler, Thomas Whetton, Charles Cowley, James Burns, David Jehn, M. Roberts, J. Ridgway, Wm. Parry, C. K. Worrall, John Woodroffe, John Harvie, Jas. Fowler, Joseph Youlton, J. Woolfe, John Balderstone, Sam. Haynes, Robt. Woodall, G. W. Kewley, Jas. Robinson, and Daniel M'Cabe, 1 <i>l.</i> 1 <i>s.</i> each - - -	70 7 -			

(continued)

LIVERPOOL BOROUGH—*continued.*

Rodney-street Ward— <i>continued.</i>			Miscellaneous— <i>continued.</i>		
Messengers:	£.	s. d.	£.	s.	d.
Daniel Hussey, John Con-			James Wilkinson, Robert Bell, John An-		
nerty, John Lord, Robert			ders, John Hird, Joseph Benson, Richard		
Bell, Thomas Clarke, and			Nugent, Edward Davies, John Williams,		
George Foster, 10 s. each	3	- -	J. Hobbs, J. R. Aldred, and Thomas		
Patrick Cavannagh - - -	3	- -	Woodroofe, 5 s. each - - -	2	15 -
Robert Eaton - - -	1	15 -	Thomas Astley, manager - - -	1	1 -
James Oldham - - -	5	- -	John Williams, overtime - - -	-	5 -
			Agnes Campbell, for bags - - -	-	16 -
			John Travis, messenger - - -	1	14 6
			John Magee, messenger - - -	-	2 6
			William Edmunds, committee-room, Leece-		
			street - - -	2	2 -
			Simeon Cowell, committee-room, Kirkdale	2	- -
			Burns, room on polling-day - - -	-	10 -
			F. C. Lees, committee-room, Abercromby		
			Ward - - -	2	10 6
			Nicholson Lee, committee-room, Castle-		
			street Ward - - -	2	2 -
			R. Norman, committee-room, Scotland		
			Ward, clerks, messenger, and stationery -	4	14 6
			L. Rockliffe, committee-room, Vauxhall		
			Ward - - -	1	1 -
			William Thornton, room, Hunter-street -	1	1 -
			E. Cooper, committee-room, St. Anne's		
			Ward - - -	3	- -
			Thomas Calderbank, committee-room, St.		
			George's Ward - - -	2	2 -
				£.	s. d.
			Queen's Arms Hotel, use of		
			rooms - - -	20	- -
			Refreshments to clerks, 19th to		
			27th March - - -	23	12 6
			Refreshments to committee		
			clerks, messengers, and cab-		
			inspectors, 28th March - - -	4	17 6
			Servants - - -	5	10 -
				54	- -
			J. Ming, committee-room, St. Peter's Ward	5	- -
			John Fell, committee-room, Rodney-street		
			Ward - - -	3	- -
			M. Hilton, committee-room - - -	6	- -
			H. M. Haylock, use of room, secretary, and		
			messenger - - -	2	3 -
			Powell, Royal Hotel, committee-room -	1	1 -
			W. B. Bairstow, committee-room, Exchange		
			Ward - - -	3	3 -
			Henry E. Hime, use of Music Hall - - -	4	12 -
			John White, use of Clayton Hall - - -	4	3 6
			John Coombes, committee-room, West Derby		
			Ward - - -	2	2 -
			J. M. Whamond, ditto, Everton - - -	2	- -
			John Bunbury, ditto, St. Paul's Ward -	3	13 6
			John Jackson, rooms, Edge-hill - - -	2	2 -
			John Ramsey, refreshments to check clerks		
			on day of election - - -	20	16 9
			W. E. Whiteman, rooms, Brunswick Hotel	5	5 -
			W. R. Copeland, Theatre Royal, for meet-		
			ing - - -	30	- -
			William Bromley, chairs, forms, &c., at		
			meeting - - -	2	12 6
			W. Aitken, for printing - - -	4	- -
			A. Bean, for ditto - - -	7	10 -
			Ditto, for advertising - - -	1	11 6
			John J. Brown, for stationery - - -	2	7 -
			Thomas Davies, for printing - - -	7	- -
			E. J. Doran, for ditto - - -	1	13 6
			W. Ellis & Co., for ditto - - -	9	16 -
			M. A. Jones, for ditto - - -	4	- -
			George M'Corquodale & Co., for ditto and		
			stationery - - -	0	5 10

LIVERPOOL BOROUGH—continued.

Miscellaneous—continued.	£. s. d.	Miscellaneous—continued.	£. s. d.
Edward Matthews, for printing, - -	4 14 -	O. Williams, car-hire, &c. - -	1 18 -
Wm. McCall, for ditto - - -	5 18 -	Corporation of Liverpool for polling booths,	
Joseph Pannell & Sons, for stationery -	11 - 11	mayor's deputies, and poll clerks - -	252 4 -
George J. Poore, for printing and stationery	2 - 6	Holgate & Son, tin box - - -	1 - -
James Reston, jun., for printing - -	3 9 -		
M. Rourke, for ditto and posting - -	10 6 -		1,170 12 3
T. Stanley, for stationery - - -	- 16 -	Claim not applied for, A. R. Ward, mes-	
Egerton Smith & Co., for printing and adver-		senger - - - - -	- 10 -
tising - - - - -	13 9 6		
Charles Willmer, for printing - - -	30 12 -		
"Northern Daily Times," for advertising -	1 8 -		£. s. d.
J. R. Williams & Co., for printing - -	9 - -	Election auditor's statutory fee -	10 - -
Wm. Williams, for posting bills - - -	11 10 6	Ditto, commission on payments,	
M. J. Whitty, for printing and advertising	2 12 6	1,171 <i>l.</i> 2 <i>s.</i> 3 <i>d.</i> , at two per	
Robert McGowan, for printing - - -	4 5 -	cent. - - - - -	23 8 5
Thomas Baines, for ditto and advertising -	5 15 6	Ditto, one moiety of expenses of	
Henry Greenwood, for ditto and posting -	11 1 6	law-stationer's charge copy-	
John Lloyd, for ditto - - - -	4 2 -	ing, and of advertising ac-	
Wilmer & Smith, for ditto and advertising	5 16 -	counts - - - - -	7 11 6
"Liverpool Mail," for advertising - -	1 11 6		40 19 11
Josiah Hosking, for printing and posting -	3 - -		
Wm. Fearnall & Co., for ditto - - -	- 9 -		1,212 2 2
Owen Roberts, for painting - - - -	- 7 -	Expenses paid by the agent of the said	
Rockliff & Son, stationery - - - -	9 14 -	Joseph Christopher Ewart previously to	
R. P. Thacker, advertising - - - -	1 - 6	the day of nomination, as per list thereof,	
David Marples, printing - - - -	10 15 6	signed by Mr. George Holt, jun., and de-	
Thomas Kellet & Son, ditto - - - -	14 2 2	livered to me on 27th March 1855, pur-	
Joshua Walmsley, stationery - - - -	- 10 6	suant to sect. 25 of the said Act - -	96 19 6
William Matthews, for cars - - - -	313 10 -		
William White, car-hire, postage, &c. -	- 14 -	TOTAL Expenses of J. C. Ewart, esq. £.	1,309 1 8

SUMS Paid to me by *Alexander Shand, Esq.*, an Agent appointed by *Sir S. G. Bonham.*

1855:	£. s. d.
31 March - Cash - - - - -	69 6 -
31 " - Ditto - - - - -	166 - -
13 April - Ditto - - - - -	105 - -
13 " - Ditto - - - - -	349 16 8
1 June - Ditto - - - - -	395 - 3
	£. 1,085 2 11

SUMS Paid by me, or by my authority, on account of *Sir Samuel George Bonham, Bart., C.B.*

To the undermentioned 67 check-clerks at polling-booths: namely, George Unioin, J. R. Revely, J. F. Blackshaw, George Taylor, John Jones, D. Bremner, W. C. Fairclough, J. Robinson, Edward Young Corbet, Robert Hughes, John S. Hughes, L. Lawson, John Beckett, John Smith, James Smith, J. Clarkson, jun., C. C. Deane, J. Wignall, Wm. Edge, Wm. Tarr, George Stokes, A. Padmore, J. Worrall, Thomas Ellerton, S. B. Blundell, T. D. Cort, Joseph Wade, A. D. Graham, T. T. Tysack, John Carter, Wm. Birkett, H. Lynch, T. G. Beckett, Charles Procter, W. H. Greep, John O'Neil, F. Daves, G. Mercer, A. W. Pemberton, C. W. Gibson, James Carr, W. Watts, John R. Jeffreys, Peter Smith, W. Hetherington, Wm. Banks, Wm. Leang, Rufus Pugh, W. H. Wess, Wm. Baker, L. Fisher, Thos. W. Dalton, Robt. Barton, Owen Ellis, Thos. Yeats, Thos. L. Inman, W. W. Cuthbert, Wm. Kier, John Dunn, Price Jones, James Penn, J. F. Thomas, Robert Bradshaw, Thos. Pugh, Thomas Hughes, Wm. Walmsley, and W. Wensley, one guinea each - - - -	£. s. d.	Everton Ward:	£. s. d.
		To Edward Halliday, for use of	
		rooms - - - - -	3 13 6
		G. W. Greatorex and — Fil-	
		kin, clerks, 15 <i>s.</i> each - - -	1 10 -
		Charles Aspinall, messenger - -	7 3 -
			5 11 -
		Kirkdale Ward:	
		To Thomas Hyde, use of room -	1 10 -
		Francis Ellis, car-hire - - -	1 10 -
		James Moss, messenger - - -	15 - -
		James Fismey and Charles	
		Fleetwood, messengers, 10 <i>s.</i>	
		each - - - - -	1 - -
		Robert Kerman and William	
		Bunting, clerks, 10 <i>s.</i> each -	1 - -
		Samuel Tellotson, clerk - - -	5 - -
		To sundry Messengers:—	
		John Griffiths - - - - -	15 - -
		Edward Griffiths and Wil-	
		liam Gregory, 5 <i>s.</i> each - - -	10 - -
		George Blackshaw, R. R.	
		Hughes, and L. Law-	
		son, 7 <i>s.</i> 6 <i>d.</i> each - - -	1 2 6
		J. Lightbound, clerk - - -	10 6 -
			8 18 -
			(continued)

LIVERPOOL BOROUGH—continued.

Scotland Ward:			£.	s.	d.	Great George Ward:			£.	s.	d.
To R. Blundell, for hire of room	1	11	—			To William Thompson, for stationery and printing	—	4	8	2	
R. H. Dawson, secretary	—	1	10	—		John Smith, car-hire	—	—	1	10	—
Mark Dowzard, Charles Dowzard, John Fitzhenry, Wm. Phillips, Samuel Haynes, Thos. Sumner, John Owen, Chas. Lester, Thos. Rimmer, Wm. Brown, and Thomas Thomas, messengers, at 15s. each	—	—	8	5	—						5 18 2
Peter Phillips and W. J. Johnson, messengers, at 10s. each	—	—	—	1	—						
					12 6 —						
Vauxhall Ward:			Rodney-street Ward:			St. Anne's Ward:					
To Mrs. Heyes, rent of rooms	—	2	2	—		To William Brown, secretary	—	1	11	—	
Thomas Williams, use of room	—	1	—	—		Elizabeth Joynson, rent of room	—	—	15	—	
Thomas Williams, secretary	—	4	—	—		Samuel Salthouse, canvasser	—	10	—		
George Holden, Henry Phillips, Charles Ramsay, and Henry Tomkins, for services as messengers, 1l. each	—	—	4	—	—	Thomas Dixon Cort, messenger	—	—	5	—	3 1 —
Thomas Salisbury, clerk	—	1	10	—							
John Brown, messenger	—	—	5	—							
Joseph Mellor and Charles Ramsey, for services as clerks, 15s. each	—	—	1	10	—						
Henry Phillips, Henry M. Tomkins, and George Holden, for services as clerks, at 1l. each	—	—	—	3	—						
Joseph Mellor, messenger	—	1	—	—							
					18 7 —						
St. Paul's Ward:			Abercromby Ward:			Lime-street Ward:					
To William Stein, Harry Musgrave, J. W. Williams, and John Williams, canvassers, at 17s. 6d. each	—	—	3	10	—	To George Webb, for rent of rooms	—	—	3	17	—
William Duggan, canvasser	—	—	12	6		Francis Miller, car-hire	—	—	1	10	—
					4 2 6	Charles Robinson, clerk	—	—	1	—	—
Exchange Ward:			St. Peter's Ward:			W. Christian, car-hire	—	—	9	6	
To Mrs. Holt, rent of room	—	—	10	—		Richard Potbury, George Corns, and Wm. Watson, clerks, 10s. each	—	—	1	10	—
John Clarke, car-hire	—	—	5	5		John Higgins, messenger	—	—	12	6	
John Rennington, ditto	—	—	3	—		James Stamper, messenger	—	—	10	—	
J. R. and W. M'Kay, clerks, 16s. each	—	—	—	1	12	—	—	—	7	—	9 16 —
James Woodcroft, car-hire	—	—	1	10	—						
					11 17 —						
Castle-street Ward:			North and South Toxteth Wards:								
To Hodson Bremner, secretary, and for cars and boxes	—	8	2	6		To A. G. Hall, secretary	—	—	1	10	—
James Rigby, rent of room	—	2	—	—		Charles Batten, car-hire	—	—	10	9	
Thomas Bradshaw, clerk	—	1	—	—		William Hetherington, stationery	—	—	—	5	4
Edward Ellis, messenger	—	—	12	6		John Barrett, clerk	—	—	1	5	6
William Gregory, ditto	—	—	5	—		M. Nestor, Thomas Crotty, and Francis Crotty, messengers, 10s. each	—	—	1	10	—
					12 — —	John Crotty, messenger	—	—	5	—	
St. Peter's Ward:			West Derby Ward:								5 6 7
To Thomas Eaden, rent of room	—	1	16	—		To Edward Marshall, use of rooms, and car-hire	—	—	18	13	6
James Mort, secretary	—	—	2	1	—	John W. Wensley, secretary, John Everett, Peter Shields	—	—	7	—	6
Thomas Murray, messenger	—	—	5	—		William Tomlinson, Thos. Russell, Fredk. Edwards, Robert Redman, Thomas Jones, George Wilkinson, George Fisher, John Lunt, and Mark Lunt, canvassers, at 15s. each	—	—	8	5	—
L. Bateman, ditto	—	—	7	6							
Thomas Latham, ditto	—	—	15	—							
					5 4 6						
Pitt-street Ward:											
To Gerard Hofken, rent of room	—	1	10	—							
Samuel Fowles, secretary	—	—	1	10	—						
Samuel Burrows, car-hire	—	—	3	—	—						
James Doran, ditto	—	—	2	—	—						
Thomas Payne, ditto	—	—	2	—	—						
					10 — —						33 19 —

LIVERPOOL BOROUGH—continued.

MISCELLANEOUS.			Miscellaneous—continued.		
	£.	s. d.		£.	s. d.
To Henry Curchod, Queen's Hotel, committee-room - - -	25	- -	To Thomas Pearson, printing - - -	2	5 -
Robert Edgar, for Park Theatre - -	12	- -	Frederick Dunsford, ditto - - -	-	17 6
Edward Parker, Frederick Busby, John Roberts, and John Beckett, messengers, at 7 s. 6 d. each - -	1	10 -	Samuel Kinnear, stationery - - -	-	6 6
John Calderwood, concert-hall for meeting - - -	3	8 -	Isaac Smith, bill posting - - -	16	17 3
T. Jacks, for room, Toxteth-park - -	3	- -	M. Minton, ditto - - -	-	16 6
W. S. Phillips, messenger - - -	-	15 -	Egerton Smith & Co., advertising -	1	0 6
John Croston, clerk - - -	1	1 -	"Liverpool Times," ditto - - -	-	13 -
Richard Greetham, clerk - - -	-	10 -	Henry Bremner, law agent at election -	105	- -
Job Shufflebottom, for car-hire - -	78	2 -	Henry Bremner, for car-hire, and use of rooms for clerks - - -	2	8 6
James Clegg, for ditto - - -	15	- -	Thomas Brakell, printing - - -	67	17 6
Thomas Stanley, for ditto - - -	11	14 -	Corporation of Liverpool, booths, &c. -	252	4 -
Joseph Kynaston, for ditto - - -	7	10 -	R. P. Thacker, printing - - -	23	11 -
Thomas Lloyd, for ditto - - -	7	10 -	Troutbeck & Wannop, painting - -	4	5 -
William Bunnell, for ditto - - -	7	10 -	Petty expenses for room, circulars, and postage, on settling accounts - -	-	17 7
Jonathan Bell, for ditto - - -	3	2 -		1,046	12 10
Robert Jones, for ditto - - -	3	- -	Election auditor's statutory fee - - -	£.	s. d.
Thomas Penkeyman, for ditto - - -	1	10 -	- - -	10	- -
Charles Joughin, for ditto - - -	1	10 -	Ditto commission on payments, 1,046 l. 12 s. 10 d., at 2 per cent. - - -	20	18 7
Patrick Kains, for ditto - - -	1	10 -	Ditto one moiety of expenses of law stationer's charge copying, and of advertising accounts - - -	7	11 6
Robert Wainwright, for ditto - - -	1	10 -		38	10 1
William Archer, for ditto - - -	1	10 -		1,085	2 11
Edward Davies, for ditto - - -	1	10 -	Expenses paid by the agent of the said Sir S. G. Bonham, previously to the day of nomination, as per list thereof, signed by Mr. Alexander Shand, and delivered to me on 27th March 1855, pursuant to sec. 25 of said Act -	228	15 2
James Proudley, for ditto - - -	1	10 -		1,313	18 1
James Woodcroft, for ditto - - -	1	7 6			
William Hayhurst, for ditto - - -	-	4 6			
"Liverpool Mail," for printing and advertising - - -	35	8 -			
Charles Haswell, for printing - -	30	6 -			
W. B. Jones & Co., for printing and stationery - - -	18	18 6			
George Groom & Son, for stationery -	14	5 9			
Thomas Walmsley, for printing and stationery - - -	13	18 -			
Thomas Kaye, for printing and advertising - - -	15	18 3			
Sutton & Haywood, printing - -	4	3 6			
J. Mawdsley & Son, ditto - - -	5	6 -			

18 March 1856.

Thomas Carson, Election Auditor.

MARYLEBONE BOROUGH.

ABSTRACT of the ACCOUNT of the ELECTION EXPENSES of Sir Benjamin Hall, Bart., and Sums claimed (but not paid) on his Election as one of the Representatives in Parliament for the above Borough on the 28th day of July 1855.

Dr.	£.	s.	d.
Advertisements - - - - -	47	19	-
Bill for advertisements claimed by the "Chronicle;" amount disputed -	12	-	-
Mr. Dyke, agent for election expenses - - - - -	3	3	-
Mr. Michever, printer - - - - -	14	6	3
Mr. Waterlow, printing address - - - - -	4	2	6
Posting same - - - - -	2	6	6
Postage stamps and envelopes - - - - -	2	2	6
Cabs and messengers - - - - -	1	19	6

MARYLEBONE BOROUGH—*continued.*

<i>Dr.</i>	£.	s.	d.
Hicks, job master - - - - -	3	12	-
Edwards, Freeman, Parker, and Parsons, messengers - - - -	1	2	6
Secretary - - - - -	1	1	-
John Smith, for committee-rooms - - - - -	1	1	-
James Gray - - ditto - - - - -	1	1	-
M. Timpson - - ditto - - - - -	1	1	-
George Tamplin, Esq., returning officer - - - - -	135	-	-
Advertising auditor's account - - - - -	2	3	-
	£.	234	- 9
<i>Cr.</i>			
Amounts paid by and with the authority of election auditor - - -	222	-	9
Amount claimed by the "Chronicle," but disputed, and remaining unpaid	12	-	-
	£.	234	- 9

Auditor's first fee - - - - - £. 10 - -
Auditor's per-centage - - - - - 4 8 9

48, High-street, Southwark,
15 March 1856.

George Ade, Solicitor,
Election Auditor.

NORFOLK, EAST.

Sir, Norwich, 17 March 1856.
I HAVE received a letter requiring me to make a return of the name and description of the election auditor for East Norfolk, and the election expenses.

My description is—
Charles Evans, of the city of Norwich, barrister.

I have no return of election expenses to make, as none have been incurred since my appointment in August 1855.

Charles Evans, Election Auditor.

SOUTHWARK BOROUGH.

1.—ELECTION AUDITOR.

Name and Description of the Election Auditor -	{ Robt. A. Pritchard, esq., B.C. L., Barrister-at-Law.
Name of the Candidate at the Election, July 27th, 1855 - - - - -	{ The Right Honourable Sir W. Molesworth, bart.
The Amount of Election Expenses of such Candidate - - - - -	{ 328 l. 5 s. 8 d.
Name of the Candidate at the Election, Nov. 20th, 1855 - - - - -	{ Vice-Admiral Sir Charles Napier, K. C. B.
The Amount of Election Expenses of such Candidate - - - - -	{ 703 l. 4 s. 3 ½ d.

SOUTHWARK BOROUGH—*continued.*

2.—ELECTION EXPENSES.

EXPENSES of the Right Honourable Sir *William Molesworth*, Bart., 27 July 1855.

Expenses paid previous to the day of election, for clerks, messengers, conveyances, stationery, advertisements, postage, and sundries -	£.	s.	d.
H. Sturmev, esq. (Sir William Molesworth's agent), and assistant -	125	11	8
Amount of current expenses paid -	105	-	-
Day & Son, lithographers, for addresses, &c. -	10	19	-
Wilsher, R., for use of committee-room, &c. -	37	10	6
Ditto, refreshment to clerks, messengers, &c. -	5	13	-
Jones, Margaret, for hire of rooms, &c. -	4	5	2
Burrell, H., hire of room for meeting -	1	13	-
Mansell, George, printing circulars, &c. -	5	5	-
Passmore, Francis, 500 forms of receipt -	2	1	-
Barnes, W. H., composing, and proofs of bills and cards -	-	12	-
Ash & Flint, ditto polling-places -	-	5	-
H. B.'s charges -	-	3	-
	£.	29	7 4
	£.	328	5 8

The accounts of the above may be inspected at 18, Great Knight Rider-street, Doctors' Commons.

EXPENSES of Vice-Admiral Sir *Charles Napier*, K. C. B., 20 November 1855.

Paid previous to the Day of Nomination:	£.	s.	d.	£.	s.	d.	£.	s.	d.
By Sir Charles Napier -	14	13	7						
Private expenses -	5	3	4						
Cab-hire -	2	8	6						
Ditto to Mr. Collins, solicitor -	41	14	-						
Printing -	32	1	6						
Hire of rooms for meetings -	16	16	3						
Advertisements -	2	6	-						
Posting -	2	7	6						
				117	10	8			
Lists of voters.									
By Dr. Roberts, on behalf of Sir Charles Napier:									
Clerks, messengers, canvassers, and secretaries -	70	10	11						
On account for printing, posting of bills, use of rooms for public meetings, for refreshments to clerks and canvassers -	129	13	3½						
Advertisements -	16	16	3						
Sundries (petty cash) -	43	8	3						
				260	8	8½			
Paid since the Day of Nomination:							377	19	4½
High bailiff (returning officer) -	-	-	-	30	-	4			
Printing:									
Truscott & Son -	48	4	-						
Redford & Son -	£. 23	-	6						
Disallowed -	2	1	-						
	20	19	6						
Mansell -	20	-	6						
Disallowed -	1	16	-						
	18	5	6						
A. Boot -	3	-	-						
B. Bath -	2	4	-						
Ash & Flint -	7	6	6						
				99	19	6			
Carried forward -	-	-	-	120	19	10	377	19	4½

SOUTHWARK BOROUGH—continued.

[illegible]

The accounts of the above are open for inspection between the hours of ten and four, at Rolls Chambers, Chancery-lane, where copies may be obtained.

TAMWORTH BOROUGH.

AN ABSTRACT of ACCOUNT of the Bills and Charges admitted to be correct, and paid,
for the Election of Sir *Robert Peel*, Bart., as Member for the Borough of *Tamworth*,
14 March 1855.

	£.	s.	d.
F. Willington, esq., town clerk, for proclamations, notices, indentures of return, and counterpart, &c. &c. - - - - -	26	5	-
Messrs. Nevill & Son, agency - - - - -	10	10	-
Charles Hitches, for police officers, crier, and mace-bearers, attending proclamation and election - - - - -	4	-	-
Mary Thompson, for printing - - - - -	2	11	-
G. F. Mills, for use of room - - - - -	1	1	-
T. Watton, for hustings - - - - -	-	15	-
Sir Robert Peel's personal expenses - - - - -	5	5	6
£.	50	7	6

AN ABSTRACT of ACCOUNTS of the Bills and Charges admitted to be correct, and paid,
for the Election of Viscount *Raynham*, as Member for the Borough of *Tamworth*,
7 February 1856.

	£.	s.	d.
F. Willington, esq., town clerk, for proclamations, notices, indentures of return, and counterpart, &c. &c. - - - - -	26	5	-
J. Shaw, esq., agency and retainer - - - - -	50	8	-
G. F. Mills, horses, carriages, &c. - - - - -	18	10	6
T. Woodcock, horses and carriages - - - - -	14	17	-
Post boys, toll gates, and expenses on canvass - - - - -	6	19	10
C. Beard and others, for printing - - - - -	9	12	-
H. Jones, for ringers - - - - -	7	7	-
Police officers, crier, mace-bearers, attending proclamation and election -	3	17	6
Collingwood and March, for messengers - - - - -	4	16	-
T. Watton, for hustings - - - - -	-	15	-
Staffordshire Advertiser - - - - -	1	11	-
£.	144	18	10

William Bindley,
Election Auditor.

WILTON BOROUGH.

NAME and Description of Election Auditor: Henry James Fowle Swayne, Barrister-at-Law, Stratford, and at Castle, near Salisbury.

EXPENSES incurred by *Edmund Antrobus*, Jun., Esquire, at his Election as Member of Parliament for the said Borough, and paid through the abovenamed Auditor, 1855.

	£.	s.	d.
To agent: payments made prior to day of nomination - - - -	-	17	3
Ditto: charges as agent, fly-hire and drivers - - - -	25	18	-
Advertising and printing - - - - -	1	9	-
Advertising - - - - -	-	10	-
Town clerk of borough of Wilton: register of voters - - -	-	4	-
Ditto: indentures of return and payments - - - -	24	2	6
	53	-	9
Election auditor's fee, commission, and expenses - - - -	11	13	2
TOTAL Amount of Expenses - - - - £.	64	13	11

Henry J. F. Swayne.

SCOTLAND.

RENFREWSHIRE.

Name of Election Auditor for the County of Renfrew:
John Gemmell, of Paisley, Solicitor.

AMOUNT of Election Expenses incurred by Sir *Michael Robert Shaw Stewart*, bart., connected with his Election as M. P. for the county of Renfrew, in the month of May 1855, he being the only candidate, viz.:

	£.	s.	d.
Law agent's accounts - - - - -	155	7	5
Printer's accounts for advertising and printing - - - -	26	3	10
Sheriff clerk's fees and outlay - - - - -	8	15	7
Election auditor's fee and commission, and outlay - - -	14	13	1
Sir Michael R. S. Stewart's personal expenses, including carriage hires to the different districts of the county - - - -	17	17	6
Expense of advertising abstract of the whole expenses of the election -	-	15	-
TOTAL Amount of Expenses - - - - £.	223	12	5

There has been no other expenses incurred in connexion with the election.

Paisley, 15 March 1856.

John Gemmell, Election Auditor.

KILMARNOCK BURGHS.

RETURN of the Name and Description of ELECTION AUDITOR and of ELECTION EXPENSES, made up to the present time.

NAME OF ELECTION AUDITOR.	DESCRIPTION OF AUDITOR.	DATE OF ELECTION.	EXPENSES OF ELECTION.
			£. s. d.
James Fergusson Murdoch	- Writer to the Signet, Ayr	7 April 1855	109 6 5
Ditto - - - -	- - ditto - - -	16 Aug. -	85 10 -
		TOTAL - - - £.	194 16 5

Note.—Both Elections were unopposed. At the first Mr. Bouverie was present, and his personal expenses are included in the amount.

Ayr, 19 March 1856.

J. F. Murdoch, Election Auditor.

I R E L A N D.

CAVAN COUNTY.

RETURN of the Name and Description of ELECTION AUDITOR, and of ELECTION EXPENSES paid by him up to the present time, on account of the Election held in this County in the Month of April 1855.

ELECTION AUDITOR'S NAME.	DESCRIPTION.	CANDIDATES' NAMES.	AMOUNT OF EXPENSES PAID.
			£. s. d.
Patrick Caffrey	- Deputy clerk of peace, County Cavan.	Robert Burrowes, esq., M. P. -	1,420 8 -
		Henry George Hughes, esq., Q.C.	1,364 6 10
		Hercules Ellis, esq. - -	10 16 6
		Honourable Henry Cavendish Butler - - - -	20 1 -
		Honourable Hugh Annesley -	18 15 3

I humbly certify the foregoing to be a correct return.

Cavan, 18 March 1856.

Patrick Caffrey, Election Auditor.

CORK COUNTY.

ABSTRACT of the ACCOUNT of Expenses of Candidates at the Election held for the County of *Cork* on the 23d day of April 1855.

ACCOUNT of <i>Richard Deasy</i> , Esq., Q. C., M. P.				£.	s.	d.
Legal expenses, including inspectors, check clerks, agents for detecting personation, &c. &c.	-	-	-	876	8	8
Sheriff's expenses, including erection of booths, payment of deputies, poll clerks, poll books, &c.	-	-	-	157	10	-
Advertisements, printing, stationery, bill posting, &c.	-	-	-	333	9	6
Expenses for car-hire, and conveyances	-	-	-	689	13	-
Miscellaneous expenses, including hire of committee-rooms, messengers, &c. &c.	-	-	-	109	9	3
				2,166 10 5		
ACCOUNT of Lord Viscount <i>Ennismore</i> .				£.	s.	d.
Legal expenses, including inspectors, check clerks, agents for detecting personation, &c. &c.	-	-	-	1,023	8	6
Sheriff's expenses, including erection of booths, payment of deputies, poll clerks, poll books, &c.	-	-	-	157	10	-
Advertisements, printing, stationery, bill posting	-	-	-	199	11	9
Expenses of car-hire and conveyances	-	-	-	920	11	2
Miscellaneous expenses, including hire of committee rooms, messengers, &c. &c.	-	-	-	106	3	5½
				2,407 4 10½		
ACCOUNT of <i>Alexander M'Carthy</i> , Esq.				£.	s.	d.
Legal expenses, including inspectors, check clerks, agents for detecting personation, &c.	-	-	-	837	18	6½
Sheriff's expenses, including erection of booths, payment of deputies, poll clerks, poll books, &c.	-	-	-	157	10	-
Advertisements, printing, stationery, bill posting, &c.	-	-	-	360	-	4½
Miscellaneous expenses, including hire of committee-rooms, messengers, &c. &c.	-	-	-	273	5	3½
Expenses of car-hire and conveyances	-	-	-	1,000	13	8
				2,629 7 10½		
TOTAL AMOUNT of the three Candidates at said Election				£.	7,203	3 2

18 March 1856.

J. B. Johnson, Election Auditor.

ELECTION AUDITORS.

RETURN of the Names and Descriptions of
ELECTION AUDITORS, &c., and of ELECTION
EXPENSES, made up to the Present Time; &c.

(*Mr. Thomas Duncombe.*)

Ordered, by The House of Commons, to be Printed,
16 April 1856.

STAMPED POSTAGE ENVELOPES, &c.

RETURN to an Order of the Honourable The House of Commons,
dated 17 June 1856;—for,

RETURN “for each Year, commencing the 5th day of April 1846 to the 5th day of April 1856, of the Amount Expended for producing STAMPED POSTAGE ENVELOPES, classed under the following Heads,—Machinery, Paper, Salaries, Wages, Folding, Bands, and all other Contingencies:”

“RETURN showing how much per Million the said ENVELOPES Cost, including any Per-centage allowed upon the Sale of them:”

“RETURN showing, from similar Particulars or Contract Price, how much the POSTAGE LABELS Cost (in continuation of Parliamentary Paper, No. 512, of Session 1846):”

“Also, the Amount Received by the INLAND REVENUE for PENNY and other POSTAGE STAMPS in the Years ending the 31st day of December 1853, 1854, and 1855, respectively; distinguishing the Amount Received for each kind of Stamp:”

“Same RETURN of the Amount Received by the POST OFFICE:”

“Also, the Amount Received for PENNY RECEIPT and DRAFT STAMPS in the Years ending the 31st day of December 1854 and 1855:”

“And, COPIES of any CONTRACTS or AGREEMENTS entered into by the Commissioners of Inland Revenue for Manufacturing or Folding the STAMPED POSTAGE ENVELOPES, and for Printing and Gumming the RECEIPT LABELS, since the Commencement of those Systems, and of any Public Notice calling for Tenders for such Printing and Gumming, given to the Trade, previously to such Contract or Agreement being made.”

(Mr. Whiteside.)

*Ordered, by The House of Commons, to be Printed,
24 July 1856.*

RETURNS RELATING TO STAMPED POSTAGE ENVELOPES, &c.

A RETURN for each Year, commencing the 5th day of April 1846 to the 5th day of April 1856, of the Amount Expended for producing STAMPED POSTAGE ENVELOPES, classed under the following Heads,—Machinery, Paper, Salaries, Wages, Folding, Bands, and all other Contingencies.

RETURN showing how much per Million the said ENVELOPES Cost, including any Per-centage allowed upon the Sale of them.

RETURN showing, from Particulars or Contract Price, how much the POSTAGE LABELS Cost (in continuation of Parliamentary Paper, No. 512, of Session 1846).

Years ending 5th April																						TOTAL.
1847.		1848.		1849.		1850.		1851.		1852.		1853.		1854.		1855.		1856.				
£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	£. s. d.		
POSTAGE ENVELOPES:																						
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	802 13 8		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,422 5 5		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7,548 13 3		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,740 5 11		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18,657 12 9		
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	737 - 6		
Ornamental bands																						
Contingencies, including pack-																						
ing, carriage, and other ex-																						
penses of distribution																						
-																						
427 14 8		230 2 4		298 12 6		225 3 1		231 11 4		245 12 8		214 3 1		374 8 9		464 19 7		369 4 -		3,076 12 -		
5,369 6 5		8,715 - -		5,492 7 6		4,761 7 7		4,987 12 4		7,788 5 11		8,879 - 10		9,275 8 11		7,707 7 10		7,099 6 2		69,985 3 6		
7,419 16 2		7,073 2 11		6,052 19 3		5,351 18 5		5,338 19 -		6,309 4 3		7,716 8 4		7,949 11 5		7,110 4 8		6,552 15 6		66,874 19 11		
-		-		-		-		-		-		-		-		-		-		3,110 3 7		
Lost to the Government																						
Number of Envelopes stamp-																						
ed in the whole period,																						
186,124,000.																						
Cost per million, upon the																						
average of the period																						
Repaid by the consumers, per																						
million																						
-																						
Loss per Million upon the																						
whole Number issued																						
-																						
POSTAGE LABELS:																						
Paper, per million stamps																						
Salaries - ditto																						
Contingencies, including																						
poundage, &c.																						
Printing and gumming																						
Perforating																						
-																						
Total Cost per Million,																						
none of which is repaid																						
by the Consumer																						
-																						
75 3 3																						

Inland Revenue Office, 18 July 1856.

L. S. Lorne, A. & C. G.

A RETURN of the Amount Received by the INLAND REVENUE for PENNY and other POSTAGE STAMPS in the Years ending the 31st day of December 1853, 1854, and 1855 respectively; distinguishing the Amount Received for each kind of Stamp.

Years ended 31st December	AMOUNT RECEIVED FOR EACH KIND OF POSTAGE STAMP.						TOTAL.
	Penny.	Two-pence.	Four-pence.	Six-pence.	Ten-pence.	Shilling.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1853	263,350 6 8	19,835 7 3	- - -	- - -	2,381 18 4	6,676 19 -	292,244 11 3
1854	311,902 7 9	21,177 3 8	- - -	5,913 10 -	3,228 18 4	8,547 17 -	350,769 16 9
1855	381,812 3 11	27,213 13 4	6,832 7 4	10,819 13 -	2,604 3 4	12,661 16 -	441,943 16 11

Inland Revenue Office,
18 July 1856.

L. S. Lyne, A. & C. G.

AMOUNT Received by the GENERAL POST OFFICE for PENNY and other POSTAGE STAMPS in the Years ending 31st December 1853, 1854, and 1855 respectively; distinguishing the Amount Received for each kind of Stamp.

	L A B E L S.						ENVELOPES.	TOTAL.
	Penny.	Two-pence.	Four-pence.	Six-pence.	Ten-pence.	Shilling.		
	£.	£.	£.	£.	£.	£.	£. s. d.	£. s. d.
Year ended 5th January 1854 -	1,209,506	97,209	- -	- -	24,205	51,031	66,100 8 6	1,448,051 8 6
" 31st December 1854 * -	1,231,384	78,258	- -	36,254	25,021	52,438	58,581 9 -	1,481,936 9 -
" 31st December 1855 * -	1,288,175	71,615	23,471	45,344	6,628	49,558	52,605 12 9	1,537,396 12 9

* The sums of 600 l. and 500 l., the amount of Stamps supplied to the War Office by the Inland Revenue Office, and charged as a consignment to the Post-office, are included in the above amounts for the years ended 31st December 1854 and 1855.

18 July 1856.

Geo. E. Hide,
Rec^r and Accl-general.

A RETURN of the Amount received for PENNY RECEIPT and DRAFT STAMPS in the Years ending the 31st day of December 1854 and 1855.

	Amount Received.
	£. s. d.
Year ended 31st December 1854 - -	252,028 4 1
" 31st December 1855 - -	270,696 18 1

Inland Revenue Office,
18 July 1856.

L. S. Lyne, A. & C. G.

COPIES of any CONTRACTS or AGREEMENTS entered into by the Commissioners of Inland Revenue for Manufacturing or Folding the STAMPED POSTAGE ENVELOPES, and Printing and Gumming the RECEIPT LABELS, since the Commencement of those Systems, and of any Public Notice calling for Tenders for such Printing and Gumming, given to the Trade, previously to such Contract or Agreement being made.

COPIES of CONTRACTS or AGREEMENTS for Manufacturing or Folding the STAMPED POSTAGE ENVELOPES.

See Appendices No. 1 and No. 2.

COPIES of CONTRACTS for Printing and Gumming RECEIPT LABELS, and for any Public Notice for Tenders for the same, given to the Trade, previously to such Contract or Agreement being made.

THE Act of Parliament reducing the stamp duty on receipts to one uniform rate of 1*d.*, did not pass until August 1853, and the said Act came into operation on the 10th October following.

In order to prepare the dies, and print and gum sufficient stock to supply the whole kingdom before that date, the most strenuous exertions were required.

To produce the kind of stamps desired, it became necessary to consult several chemists, engravers, artists, and others, and the mode of producing the stamps having been ultimately resolved upon, the operation was confided to Messrs. De la Rue, who had the best means of accomplishing it within the time required. No public notice calling for tenders for printing and gumming was given to the trade, nor is there any trade to which such notice could have been given, the operation being the making of the stamps as well as the printing and gumming, and that operation being to a great extent experimental.

Inland Revenue Office,
18 July 1856.

(signed) *L. S. Lyne, A. & C. G.*

APPENDIX, No. 1.

THIS INDENTURE made the Twenty-second day of May in the year of our Lord One thousand Eight hundred and Forty BETWEEN *John Wood* esquire *Hart Davis* esquire and *Sir John Cheetham Mortlock* knight Three of the Commissioners of Excise on behalf of Our Sovereign Lady Victoria of the United Kingdom of Great Britain and Ireland Queen Defender of the Faith and Her successors of the one part and *John Dickinson* and *Charles Longman* both of Nash Mill in the parish of Abbots Langley in the county of Hertford partners in the business of a paper manufacturer under the firm of *John Dickinson and Company* of the other part WHEREAS his late Majesty King George the Fourth by Letters Patent dated the Fourteenth day of January in the ninth year of his reign granted to the said *John Dickinson* his executors administrators and assigns the sole privilege and authority of making using exercising and vending an invention in the said Letters Patent mentioned to be a new improvement in the method of manufacturing paper by machinery and also a new method of cutting paper and other material into single sheets or pieces by means of machinery within that part of the United Kingdom of Great Britain and Ireland called England the dominion of Wales and the town of Berwick-upon-Tweed for the term of Fourteen years from the date of the said Letters Patent And his said Majesty by Letters Patent dated the Sixth day of December in the ninth year of his reign also granted to the said *John Dickinson* his executors administrators and assigns the sole privilege and authority of making using exercising and vending his said invention within that part of the United Kingdom of Great Britain and Ireland called Scotland for the term of Fourteen years from the date of the said Letters Patent now in recital AND WHEREAS Her present Majesty by letters patent dated the Seventeenth day of October last granted to the said *John Dickinson* his executors administrators and assigns the sole privilege and authority to make

make use exercise and vend an invention in the said Letters Patent now in recital mentioned to be certain improvements in the manufacture of paper within England Wales and Berwick-upon-Tweed for the term of Fourteen years from the date of the said Letters Patent now in recital And Her said Majesty by Letters Patent dated the Thirtieth day of October last granted to the said John Dickinson his executors administrators and assigns the sole privilege and authority to make use exercise and vend the said last-mentioned invention in that part of the United Kingdom of Great Britain and Ireland called Scotland for the term of Fourteen years from the date of the said Letters Patent now in recital AND WHEREAS by Indenture of Assignment bearing even date with these presents and made or expressed to be made between the said John Dickinson of the one part and the said John Wood Hart Davis and Sir John Cheetham Mortlock of the other part the said several hereinbefore recited Letters Patent have been assigned by the said John Dickinson to the said John Wood Hart Davis and Sir John Cheetham Mortlock their executors administrators and assigns during the respective residues of the said several terms of years granted therein respectively as hereinbefore is mentioned but nevertheless in trust for Her Majesty and Her successors in the meantime and until the contract hereby entered into shall be determined but so that during the subsistence of the said trust, the said Letters Patent or any of them shall not be assigned nor shall any licence to use the same be granted by Her Majesty or Her successors or by the said John Wood Hart Davis and Sir John Cheetham Mortlock or the survivors or survivor of them or the executors or administrators of such survivor without the consent in writing of the said John Dickinson his executors or administrators first had and obtained and from and immediately after the determination of the contract hereby entered into then in trust for the said John Dickinson his executors administrators and assigns and at his and their costs and charges to assign and dispose of the same as he or they shall appoint AND WHEREAS the said assignment has been made for the purpose of giving more complete effect to the contract hereinafter contained AND WHEREAS the said John Wood Hart Davis and Sir John Cheetham Mortlock have accepted the said assignment and agreed to execute these presents under the sanction of an order or warrant of the Lords Commissioners of Her Majesty's Treasury bearing date the Twenty-sixth day of March One thousand Eight hundred and Forty NOW THIS INDENTURE WITNESSETH that the said John Dickinson and Charles Longman do hereby jointly for themselves their heirs executors and administrators and each of them doth hereby separately for himself his heirs executors and administrators covenant and contract with the said John Wood Hart Davis and Sir John Cheetham Mortlock their executors and administrators in manner following that is to say That the said John Dickinson and Charles Longman their executors or administrators will from time to time during the continuance of this contract at their own cost and under the inspection and control of such one or more of the officers of Excise as the Commissioners of Excise for the time being or any three of them shall from time to time appoint for that purpose (such officer or officers having no power to alter this contract in any respect) make paper of such of the descriptions specified in the schedule hereto in such quantities and with threads of cotton of such colours and in such numbers arrangement and manner (being in conformity with the patents hereinbefore recited or one of them) worked into the same as the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) by writing signed with their or his hands or hand and left at Nash Mill aforesaid or at any other mill where paper shall have been made pursuant to this contract shall from time to time appoint and will at the like cost deliver in the original wrappers thereof as charged with duty at the mill the paper for the time being appointed to be made as aforesaid in such quantities and at such times and places (such places being within the limits of the immediate jurisdiction of the chief officer of Excise) as the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) by the said last-mentioned writing or any other writing so signed and left as aforesaid shall from time to time appoint AND FURTHER that from time to time and at all times during the continuance of this contract the said John Dickinson and Charles Longman their executors or administrators will at their own cost provide all such machinery as shall be necessary for the manufacture of the paper for the time being appointed to be made as aforesaid and place so much thereof and of all other machinery at any time during this contract in the possession or under the control of the said John Dickinson and Charles Longman or either of them or their or either of their executors or administrators as shall be exclusively applicable to the manufacture of paper under the said hereinbefore recited Patents or any of them and shall not be for the time being required by the said John Dickinson and Charles Longman their executors or administrators for the immediate purpose of repairing the same or of carrying this contract into effect in the custody of such one or more of the officers of excise as the Commissioners of Excise for the time being or any three of them shall from time to time appoint AND FURTHER that the said John Dickinson and Charles Longman or either of them their or either of their executors or administrators will not use any machinery exclusively applicable to the manufacture of paper under the said hereinbefore recited patents or any of them or permit the same or any part thereof to be used except for the purpose of carrying this contract into effect unless with the licence or consent in writing of the said John Wood Hart Davis and Sir John Cheetham Mortlock or some or one of them or of the survivors of them or one of such survivors or of the survivor of them or of their

or his executors administrators or assigns (as the case may be) AND FURTHER that the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) may within fourteen days after any paper shall be delivered as aforesaid reject any part thereof if they or he shall consider the same not conformable to this contract or if the quantity for the time being delivered shall be less than the quantity for the time being appointed to be delivered as aforesaid and that as often as there shall be any such rejection as aforesaid or a failure in the delivery of any of the paper for the time being appointed to be delivered as aforesaid the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) may purchase elsewhere any paper which they or he shall consider best adapted to supply the deficiency occasioned by any such rejection or failure in delivery as aforesaid and that the said John Dickinson and Charles Longman their heirs executors or administrators will on demand in writing signed by the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) and so left as aforesaid pay to the Receiver-general for the time being of Excise for the use of Her Majesty and Her successors the excess (if any) of the price of the paper so for the time being purchased as aforesaid over the price herein contracted to be paid for the paper in respect of which there shall be for the time being such rejection or failure in delivery as aforesaid AND FURTHER that the said John Dickinson and Charles Longman their executors or administrators at their own cost within seven days next after notice in writing signed by the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) of any such rejection as aforesaid shall be left at Nash Mill aforesaid or at any mill where paper shall have been made pursuant to this contract will under the inspection and control of such one or more of the officers of Excise as the Commissioners of Excise for the time being or any three of them shall from time to time appoint for that purpose remove to the mill where the same shall have been made so much of the said paper as shall be for the time being rejected as aforesaid and will on demand in writing so signed and left as aforesaid pay to the Receiver-general for the time being of Excise for the use of Her Majesty and Her successors the sum of One pound for every day which shall elapse between the expiration of seven days next following the day on which such notice of rejection shall be left as aforesaid and the day of such removal AND FURTHER that they the said John Dickinson and Charles Longman their executors or administrators will at their own cost and at such time and in such manner and under the inspection and control of such one or more of the officers of Excise as the Commissioners of Excise shall from time to time appoint for that purpose render unfit for use as paper all waste which shall occur in the making of the said paper and so much (if any) of paper made under the said patents or any of them as shall be made without the consent in writing of the said John Wood Hart Davis and Sir John Cheetham Mortlock or some or one of them or of the survivors of them or of one of the survivors of them or of the survivor of them or of their or his executors administrators or assigns (as the case may be) so signed and left as aforesaid and also so much of the said paper which shall be appointed to be made as aforesaid and shall be rejected as aforesaid and also so much of the paper appointed to be made as aforesaid as shall not be delivered at the time appointed for the delivery thereof AND FURTHER that they the said John Dickinson and Charles Longman or either of them their or either of their executors or administrators will not give or cause to be given to any person whomsoever employed in the service of Her Majesty or Her successors or to any person or persons in the behalf of any person or persons so employed any fee gratuity or reward for any favour shown to them the said John Dickinson and Charles Longman their executors or administrators in relation to this contract on any pretence whatever on account thereof AND FURTHER that no Member of the House of Commons has been or shall be admitted to any share or part of this contract or to any benefit that may arise therefrom And that the said John Dickinson and Charles Longman their executors or administrators shall not at any time or times during the continuance of this contract assign the same or any share or interest therein to any person or persons whomsoever without the consent in writing of the said John Wood Hart Davis and Sir John Cheetham Mortlock or some or one of them or the survivors of them or one of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) nor without such consent in writing as aforesaid do any act whereby the same contract or any share or interest therein shall become vested in any person or persons whomsoever other than the said John Dickinson and Charles Longman their executors or administrators AND FURTHER that if any Member of the House of Commons has been or shall be admitted to any share or part of this contract or to any benefit that may arise therefrom or if the said John Dickinson and Charles Longman or either of them their or either of their executors or administrators shall without such consent as aforesaid assign this contract or any share or interest therein to or do any act whereby the same or any share or interest therein shall become vested in any person or persons whomsoever other than the said John Dickinson and Charles Longman their executors or administrators then and in any of the said cases it shall be lawful for the said John Wood Hart Davis and Sir John Cheetham Mortlock or
any

any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors administrators or assigns (as the case may be) by writing under their or his hands or hand to declare this contract to be absolutely void and on the delivery of such last-mentioned writing to the said John Dickinson and Charles Longman their executors or administrators or on the same being left at Nash Mill aforesaid or at any mill where paper shall have been made pursuant to these presents this contract and every article herein contained shall (except as to any breach or breaches theretofore made or committed thereof) become absolutely void AND FURTHER that they the said John Dickinson and Charles Longman together with two sureties to be approved of by the Commissioners of Excise for the time being or any three of them will execute to Her Majesty a bond to bear even date with these presents in the sum of Three thousand pounds as to the said John Dickinson and Charles Longman and in the sum of One thousand pounds as to each of the said sureties for securing the performance of this contract by the said John Dickinson and Charles Longman their executors and administrators AND FURTHER that they the said John Dickinson and Charles Longman their heirs executors and administrators will defray all the costs of the preparation engrossing and execution of this contract and of the said bond to bear even date herewith but not of the assignment of the said Letters Patent AND the said John Wood Hart Davis and Sir John Cheetham Mortlock hereby covenant with the said John Dickinson and Charles Longman their executors and administrators that the Commissioners of Excise for the time being will pay or cause to be paid to the said John Dickinson and Charles Longman their executors or administrators within Thirty days after every delivery of paper pursuant to this contract for the paper included in any such delivery the sums following that is to say for every ream delivered pursuant to this contract and not rejected as aforesaid which shall be of the full weight appointed for the same the sum set opposite the description of such paper in the schedule hereto and for every ream so delivered and not rejected but which shall be deficient in weight such proportion only of the sum which under these presents would have been payable for the same if the same had been of the appointed weight as the weight thereof delivered shall bear to the weight appointed to be delivered PROVIDED ALWAYS that all monies for the time being payable to the said John Dickinson and Charles Longman their executors or administrators as aforesaid shall be applied so far as the same shall extend in satisfaction of any monies for the time being payable as aforesaid by the said John Dickinson and Charles Longman their executors or administrators to the Receiver-general for the time being of Excise PROVIDED FURTHER that Twenty-eight days at the least shall be allowed to elapse between the day on which any writing requiring the making of paper pursuant to this contract shall be left at Nash Mill aforesaid or at any mill where paper shall have been made pursuant to this contract and the day on which the paper in such writing mentioned or any part thereof shall be required to be delivered PROVIDED ALWAYS that the said John Dickinson and Charles Longman their executors or administrators shall not be required or liable by any such notice or succession of notices to deliver more than Six hundred reams in any one week PROVIDED FURTHER that the said John Dickinson and Charles Longman their executors or administrators shall not be required to make less than Six hundred reams of paper of either of the descriptions specified in the Schedule hereto at any one time and that the colours number arrangement and manner in which threads shall be required to be worked into any paper pursuant to this contract shall be the same for every Six hundred consecutive reams at the least of the same description of paper PROVIDED FURTHER that on the expiration of Nine calendar months next after notice in writing signed by the said John Dickinson and Charles Longman their executors or administrators declaring their desire to determine this contract shall be left with the secretary for the time being of the Commissioners of Excise or at the expiration of Six calendar months after notice in writing signed by the said John Wood Hart Davis and Sir John Cheetham Mortlock or any one or more of them or the survivors of them or either of the survivors of them or the survivor of them or their or his executors or administrators declaring their or his intention to determine this contract shall have been given to the said John Dickinson and Charles Longman their executors or administrators or left at Nash Mill or at any such other mill as aforesaid this contract except as to any breach or breaches theretofore committed thereof shall cease and determine PROVIDED FURTHER that these presents shall operate as a licence to the said John Dickinson and Charles Longman their executors and administrators to use the said several hereinbefore recited letters patent and every of them so far as may be necessary for giving effect to this contract but not further or otherwise PROVIDED LASTLY that nothing herein contained or to be done in pursuance of this contract shall extend to subject the said John Wood Hart Davis and Sir John Cheetham Mortlock or any of them or their or any of their heirs executors or administrators to be responsible either in person or property in any action suit or process at law or in equity IN WITNESS whereof the said parties to these presents have herunto set their hands and seals the day and year first above written.

The SCHEDULE above referred to.

—	Weight per Ream, of 480 Sheets.	SIZE OF SHEETS.	With which of the Samples hereto annexed to correspond.	—
Description 1 -	Forty-four pounds.	Thirty-six inches and one-half of an inch by twenty-four inches and three quarters of an inch.	No. 1 -	1 <i>l</i> . 15 <i>s</i> . 3 <i>d</i> . per first 2,000 reams. 1 <i>l</i> . 16 <i>s</i> . 3 <i>d</i> . after the first 2,000 reams.
Description 2 -	Thirty-one pounds.	Thirty inches and three quar- ters of an inch by twenty inches and three quarters of an inch.	No. 2 -	1 <i>l</i> . 4 <i>s</i> . 6 <i>d</i> . per first 3,000 reams. 1 <i>l</i> . 5 <i>s</i> . after first 3,000 reams.

John Dickinson. (L. S.)
Charles Longman. (L. S.)
John Wood. (L. S.)
Hart Davis. (L. S.)
J. C. Mortlock. (L. S.)

Signed sealed and delivered being first duly stamped by the within-named
John Dickinson Charles Longman John Wood Hart Davis and Sir John Cheetham
Mortlock in the presence of

J. Bateman, Excise Office.
W. Thomas, Ditto.

Memorandum, that at the date of this contract there had been delivered Two thousand
and seventy reams of Description No. 1, and Nineteen hundred and twenty reams of
Description No. 2, in part of the whole quantity.

Dated this twenty-second day of May 1840.

John Dickinson.
Charles Longman.

Witness,

J. Bateman, Excise Office.
Wm. Thomas, Ditto.

APPENDIX, No. 2.

MEMORANDUM of AGREEMENT made this Sixteenth day of November One thousand
Eight hundred and Fifty between *Thomas Keogh* Assistant Secretary of Inland
Revenue on behalf of the Commissioners of Inland Revenue and *Thomas Delarue*
Warren Delarue *Jonah Nathan* and *Alfred Augustus Fry* of Bunhill-row in the county
of Middlesex cardmakers.

THE said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry
agree to make for the said Commissioners postage envelopes on the terms and in manner
hereinafter mentioned that is to say

To cut into proper shapes and sizes for envelopes any quantities of paper with which
they may be supplied by or under the direction of the said Commissioners or their officer
hereinafter mentioned.

To wash the inside of the flap of each intended envelope with a proper and sufficient
adhesive preparation for the purpose of closely and safely fastening the envelope when
ready for posting and to impress the outside of the flap with an embossed device coloured or
otherwise to be approved by the said Commissioners or officer in the place of a seal.

To deliver all such paper when so cut washed and impressed to such officer at the Inland
Revenue office Somerset House in the said county and afterwards when the same shall be
stamped with the postage duty to convey the same to the premises of them the said Thomas
Delarue

Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry at Bunhill-row aforesaid or elsewhere within four miles of the said office for the purpose of being made up into envelopes.

To make up all such stamped paper into envelopes complete ready for use by folding and pasting the same and to deliver to the said officer at the said office in good order all such envelopes when made in parcels consisting of such quantities and made up in such manner and form as the said officer shall direct and require.

All the aforesaid matters and things to be done by the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry under the direction and with the approbation and to the satisfaction of the said Commissioners or of their superior officer for the time being of the postage stamp department at the Inland Revenue Office who are or is to be at liberty to give directions from time to time as to the quantities of paper with which the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry are to be supplied and the forms and sizes into which such paper is to be cut and the quantities of every such form and size, and as to the quantities of paper for intended envelopes of any such forms and sizes respectively when so cut and washed and impressed as aforesaid to be from time to time and at any time delivered at the said office to be stamped and to be taken therefrom to be made up and also as to the quantities of envelopes of the respective forms and sizes aforesaid when completed to be from time to time and at any time delivered for use at the said office.

The said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry undertake and agree to observe and perform any such directions and to preserve and keep safely all such paper as shall be supplied to them for the purpose aforesaid whether stamped or unstamped and to indemnify the said Commissioners and Her Majesty Her heirs and successors from all loss and damage whatever in respect thereof save and except any loss or damage that may be occasioned by or by reason of fire storm or tempest.

And it is hereby agreed on the part of the said Commissioners that they shall pay or cause to be paid to the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry for all the matters and things to be done as aforesaid the sum of One shilling for every ream consisting of Four hundred and eighty envelopes. And in consideration of the agreement on the part of the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry and of the expense incurred by them in procuring and preparing machinery and tools and otherwise for the purposes aforesaid it is also agreed on the part of the said Commissioners that no other person or persons than the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry shall be employed on behalf of the Government to make postage stamped envelopes so long as they the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry shall continue *bonâ fide* to perform the said agreement on their part according to the true intent and meaning thereof. And it is hereby agreed that this agreement shall be and continue for the term of five years from the first day of September now last past subject to the following proviso that is to say Provided and it is hereby agreed that the Commissioners of Inland Revenue shall be at liberty if they shall think fit to put an end to and determine this present agreement on the first day of September One thousand Eight hundred and Fifty-three or on the twenty-fourth day of June or twenty-fifth day of December in any subsequent year during the said term of five years on giving to the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry notice in writing of such their intention so to do at least six months previously to any of the said periods respectively and upon such notice being given the said agreement shall at the period for that purpose specified in any such notice cease and determine so far as relates to the employment of the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry by the said Commissioners in any way in or about the making of any such envelopes and at such termination the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry shall deliver to the said Commissioners or their proper officer at the said office in a fit and proper state and condition all the paper whether stamped or unstamped and whether cut or uncut which shall have been supplied to them for the purpose aforesaid and shall then remain in the custody of the said Thomas Delarue Warren Delarue Jonah Nathan and Alfred Augustus Fry.

Signed by the within named Thomas Keogh in
the presence of

Edward Hugh Tilsley,
Inland Revenue.

Thomas Keogh.

Signed by the within named Thomas Delarue
Warren Delarue Jonah Nathan and Alfred
Augustus Fry in the presence of

Edward Hugh Tilsley.

Thomas De La Rue.
Warren De La Rue.
Jonah Nathan.
Alfred Augustus Fry.

STAMPED POSTAGE ENVELOPES, &c.

R E T U R N S

RELATING TO

STAMPED POSTAGE ENVELOPES, &c.

(*Mr. Whiteside.*)

Ordered, by The House of Commons, to be Printed,
24 July 1856.

392.

Under 2 oz.

service shall be commenced by us. And we hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.*, are to be considered not as penalties but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or in the event of any one or more of such failures, the said Commissioners shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked (A.), and for the performance of the said service by not less than the above number of vessels, to be approved of as in the said conditions mentioned.

We are, Sir, your very humble Servants,

(Signature)

(Address)

The Secretary
of the Admiralty.

N.B.—All tenders to be made upon this printed form, and they are to be addressed to the Secretary of the Admiralty, at Somerset-place, with the words “Tender for the Conveyance of Mails,” and “Directors of Transport Service,” in the left-hand corner of the envelope; and no tender will be received unless it be made precisely according to the preceding printed form. Any conditions or alterations which the party tendering may wish to suggest, must be added to the tender, either at the end of the printed form, or by a separate letter at the time of making the tender.

CONDITIONS of the TENDERS to be received for a Contract for the Conveyance of Her Majesty's Mails to and from *Australia*.

Referred to (as marked A.)

THE contractors must engage to convey Her Majesty's mails and despatches, monthly each way, between Suez and the Australian colonies, by full power screw steam-vessels of not less than 2,200 tons each, and to perform the voyage direct and entirely independent of the vessels conveying the India mails, calling at Point de Galle outward and homeward.

The tenders must be made in two forms; 1st, in case the service shall terminate at Melbourne; and 2d, in the event of its being determined to continue to Sydney.

The tenders must specify the maximum number of days between the departure of the mail from Suez and its arrival at Melbourne or Sydney respectively, and also the number of days on the homeward route.

A premium of 30 *l.* will be given for every day less the maximum number of days stipulated in the contract as the period within which the respective voyages will be completed either outward or homeward.

The contractors to state in what time from the acceptance of the tender they will be prepared to commence the service under the penalties hereinafter provided for.

They must likewise engage to supply, during the continuance of the contract, vessels equal in number and size to those specified in their tender, and these vessels are to be subject at all proper times to survey by officers in the employment of the Admiralty; and any defect discovered on such survey to be immediately made good by the contractors. This survey to extend to the crew, officers, and engineers, and machinery, as well as to the hull of the vessel.

The vessels to be always supplied and furnished with all necessary and proper machinery, engines, apparel, furniture, stores, tackle, boats, fuel, oil, tallow, provisions, anchors, cables, fire-pumps, and other proper means for extinguishing fire, lightning conductors, charts, chronometers, proper nautical instruments, and whatsoever else may be requisite and necessary for equipping the said vessels, and rendering them constantly efficient for the service to be performed, and also manned and provided with legally qualified and competent officers, and a sufficient crew of able seamen and other men.

The days and hours of departure from each port are to be fixed by the said Commissioners, and may be altered from time to time by them, on giving three months' notice to the contractors.

The said Commissioners are to have the power of ordering the vessels to be so arranged and constructed for the purposes of the contract as they may consider suitable, and may require the designs and plans of all vessels to be built for the performance of the contract to be submitted to them previously to their construction.

Proper accommodation to be provided, free of expense, for the naval officer in charge of the mails; but the parties tendering are at liberty to state what deduction they would make in the event of this condition not being required.

A penalty of 100 *l.* to be incurred when the contractors fail in providing a vessel, in accordance with their agreement, ready to put to sea at the appointed hour; and also the sum of 100 *l.* for every successive day which shall elapse until such steam vessel shall actually proceed to sea; and also (from whatever cause arising) 50 *l.* for the first day, and a sum increasing by 50 *l.* per day for every succeeding day; that is to say, 50 *l.* for the first day, 100 *l.* for the second day, 150 *l.* for the third day, and so on, increasing by 50 *l.* for every day for any time consumed on the voyage beyond the maximum number of days allowed: but so that the full amount of such penalties on any one voyage shall never exceed the proportion of the subsidy applicable to such voyage, and which penalties shall in no case whatever be relinquished.

The mails shall be conveyed in the said vessels, and be delivered and received at each of the places to which the said vessels are to proceed in the performance of the contract; and at each port or place where the said mails are to be delivered and received, the agent having charge of them shall, whenever and so often as by him deemed practicable or necessary, be conveyed on shore, and also from the shore to the vessel employed in the performance of the contract, together with or, if necessary for the performance of the duties of such agent, without, Her Majesty's mails, in a suitable and seaworthy boat of not less than four oars, to be furnished with effectual covering for the mail bags, and to be provided and properly manned and equipped by the contractors; and the directions of such agent shall in all cases be obeyed, as to the mode, time, and place of receiving and delivering Her Majesty's mails.

Should the said Commissioners deem it expedient to place the said mails and despatches in charge of the master or commander of any of the said vessels, the said master or commander shall take the usual Post-office oath declaration, and furnish such journal returns and information, and perform such services as the said Commissioners or their agents may require, and be responsible for the due receipt and delivery of the said mails and despatches.

The contractors shall not receive, or permit to be received, on board any of the vessels employed under the contract, any letters for conveyance other than those duly in charge of the said naval officer, or which are or may be privileged by law, the said naval officer to report any default in this respect; and in case of any such default, the contractors shall be liable to be proceeded against for a breach of the contract.

The whole postage of all letters conveyed in the vessels employed under the contract is to be at the disposal of Her Majesty's Postmaster-General.

The contractors and all commanding and other officers of the vessels to be employed in the performance of the contract, and all agents, seamen, and servants of the contractors, shall at all times during the continuance of the contract punctually attend to the orders and directions of the said Commissioners, or of any of their officers or agents, as to the landing, delivering, and receiving Her Majesty's mails; and all and every the sums of money stipulated to be forfeited and paid by the contractors to Her Majesty, her heirs and successors, shall be considered as stipulated or ascertained damages, and shall and may be deducted and retained by the said Commissioners out of any moneys payable or which may thereafter be payable to the contractors, or the payment may be enforced, with full costs of suit, at the discretion of the said Commissioners.

The contractors shall and will, when and as often as in writing they or the masters of their respective vessels shall be required so to do by the said Commissioners, or by any naval or other officer or agent acting under their authority (such writing to specify the rank or description of the person or persons to be conveyed, and the accommodation to be provided for him or them), receive, provide for, victual, and convey on board each and every or any of the vessels to be employed in the performance of the contract, for the whole or any portion of the voyages of the said vessels (in addition to the naval officer authorised to have

the charge of the said mails), any naval, military, or civil officers in the service of Her Majesty, not exceeding four, and also their wives and children, as chief-cabin passengers, and any non-commissioned or warrant officers or civilians in Her Majesty's service, not exceeding two, with their wives and children, as fore-cabin passengers, and any number of seamen, marines, or soldiers in Her Majesty's service, not exceeding ten, with their wives and children, as deck passengers, to be effectually protected from sun, rain, and bad weather, charging for such chief-cabin, fore-cabin, and deck passengers, the fares or rates charged by the said contractors for ordinary passengers of a similar description; a fortnight's notice being given to the agent of the contractors at the port of embarkation.

When a passage has been ordered for any person at the expense of the public, the payment shall only be made on the production of the order for the passage, and certificate from the person in the following form; viz. :—

“ I hereby certify, that on the at mail steam-packet and landed at	as a for passage to on the	I embarked passenger on board the .”
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To this certificate the following addition is to be made in every case of a male cabin passenger: viz.—

“ I further certify that the first dinner meal taken on board was on the
and the last dinner meal on the

“ Dated this day of .”

And the correctness of the dates must be corroborated by the master of the packet adding underneath the passenger's signature,—

“ The dates inserted in this certificate are correct.”

(Signature)

“ Master of the Packet.”

The passage money for the families and wives of officers shall be paid to the contractors by the officers themselves.

Whenever the contractors shall convey any soldiers as deck passengers, other than those specially provided for by this contract, the contractors shall provide them with adequate protection from rain, sun, and bad weather, and they shall not be exposed on deck without such competent shelter.

The contractors shall receive on board each and every of the said vessels employed in the performance of the contract, any number of small packages containing astronomical instruments, charts, wearing apparel, medicines, or other articles, and convey and deliver the same to, from, and between all or any of the ports or places to or from which the said mails are to be conveyed, in the performance of the contract, when and as often as directed by the said Commissioners, their agents, or by the British naval officer in command of the station, free from all costs and charges; and shall also receive on board each and every of the said vessels, and convey and deliver to, from, and between all or any of the said ports or places, any naval or other stores not exceeding 10 tons in weight, at any one time, in any one vessel, at the rate of freight charged by the contractors for private goods, on receiving from the said Commissioners, or any of their officers, or agents, two days' previous notice of its being their intention of having such stores so conveyed; and the said contractors shall, in all cases, be strictly responsible for the due custody and safe delivery of the said packages, articles, and stores.

The contract to continue in force for five years from the day on which the first vessel shall commence her voyage.

Payments will be made quarterly, by bills on Her Majesty's Paymaster-General, payable in seven days from and after the respective dates thereof, on the production by the contractors, from time to time, to the Accountant-General of the Navy of certificates from the proper officers, that the contract has been strictly and punctually performed.

The contractors shall undertake for themselves all arrangements relative to quarantine, as connected with the due and regular performance of the conditions of the contract.

The contractors shall not assign, underlet, or dispose of the contract, or any part thereof, without the consent in writing of the said Commissioners; and in case of any deliberate or wilful breach thereof by the contractors, the said Commissioners

sioners may terminate it without any previous notice to them; nor shall they be entitled to any compensation in consequence of such determination.

No member of the House of Commons shall be admitted to any share or part of the contract, or to any benefit to arise therefrom, which is not permitted by Act of Parliament now in force.

The contractors to be bound in 25,000*l.* for the due performance of their contract.

It is to be understood that the said Commissioners do not engage to accept the lowest tender, irrespective of all other considerations, and are not bound necessarily to accept any of the tenders that may be sent in.

MR. LAMING'S TENDER.

Sir,

27, Cannon-street, City, 12 June 1856.

WITH reference to the accompanying tender for steam postal communication between Suez and Australia, touching at Point de Galle, I beg leave to submit to you the following observations.

The transit of the mails by this route, outwards, having never been made by any steamer, the time must be in a great degree uncertain. The ships so proceeding must, in the southern summer, have from 1,200 to 1,356 miles, and in the southern winter at least 1,600 miles, to contend with the south-east monsoon and south-east trade winds.

Thus at least 15 days would be required from Suez to Point de Galle, and 22 days may be fairly estimated from Point de Galle to Melbourne; say, total from Suez to Melbourne 37 days; and from London *viâ* Marseilles 47; or *viâ* Southampton 53 days in all; and, on return from Melbourne to Point de Galle 20 days; and from Point de Galle to Suez 15 days; say 35 days: And to London *viâ* Marseilles 45 days in all, or *viâ* Southampton 51.

Summary of entire Route Outwards.

By this route, the mails from London to Suez <i>viâ</i> Marseilles	-	-	-	-	-	-	-	-	10 days.
Suez to Point de Galle	-	-	-	-	-	-	-	-	15 "
Point de Galle to Melbourne	-	-	-	-	-	-	-	-	22 "
Say, <i>viâ</i> Marseilles	-	-	-	-	-	-	-	-	47 days.
Or, <i>viâ</i> Southampton	-	-	-	-	-	-	-	-	53 "

Summary of entire Route Homewards.

Melbourne to Point de Galle	-	-	-	-	-	-	-	-	20 days.
Point de Galle to Suez	-	-	-	-	-	-	-	-	15 "
Suez to Marseilles	-	-	-	-	-	-	-	-	10 "
Say, <i>viâ</i> Marseilles	-	-	-	-	-	-	-	-	45 days.
Or, <i>viâ</i> Southampton	-	-	-	-	-	-	-	-	51 "

In either case, three days additional between Melbourne and Sydney to be taken into account.

But if, for myself and on the part of the steam ship-owners and capitalists with whom I am associated, another route were admissible by the Government, we should be willing to take the Cape mails out and home without any extra expense, if Mauritius were substituted for Point de Galle, and the passage outward were to be taken direct to Melbourne, which I am prepared to show would expedite the mails, and offer the greatest facility to every class of passenger traffic, and the transmission of goods, say from England to Melbourne direct in ships of 3,000 tons in 50 days; from Melbourne *viâ* Cape Leeuwin to Mauritius in 20 days; from thence, by independent branch steamer, in 15 days, to Suez; then by the established route to Marseilles in 10 days, making the passage in 45 days, and if *viâ* Southampton in 51 days.

The main line steamer from Melbourne would take up the Cape mails (which had been previously conveyed there *viâ* Suez) to the Cape of Good Hope in 10 days, and from thence the mails to London in 30 days.

The following Summary will show the details of my proposed routes in the most convenient form for reference :

SUMMARY of proposed ROUTE for the AUSTRALIAN and CAPE MAILS.

OUTWARDS.	
<i>Australian Mails.</i>	
England to Melbourne, with mails direct, in ships of 3,000 tons, in - - - - -	50 days.
<i>Cape of Good Hope Mails.</i>	
The Mauritius and Cape mails to leave London, <i>viâ</i> Marseilles, on the 10th of every month.	
To Aden - - - - -	15 days.
Aden to Mauritius - - - - -	10 "
Mauritius to Cape - - - - -	10 "
England to the Cape of Good Hope - - - - -	35 days.
HOMEWARDS.	
<i>Mail Route.</i>	
Melbourne to Mauritius - - - - -	20 days.
Branch from Mauritius to Aden - - - - -	10 "
Aden, <i>viâ</i> Marseilles to London - - - - -	15 "
	45 days.
<i>Main Route.</i>	
Melbourne to Mauritius - - - - -	20 days.
Coaling - - - - -	2 "
Mauritius to Cape, with outward Cape mail - - - - -	10 "
Time to reply to correspondence - - - - -	2 "
Passage home with the homeward Cape mail - - - - -	30 "
Melbourne to England by direct over-sea route - - - - -	64

I respectfully submit, therefore, that whilst no certain advantage can be claimed for the Point de Galle route, in favour of the lighter mails that may convey letters for the wealthy, the direct over-sea route includes the only means of transit for the much more extensive correspondence of the great mass of the public, to whom economy is of much consideration, as well as time, and for the rapid conveyance of such passengers as are, because of its enormous cost, absolutely prohibited from using the Point de Galle route ; and it further includes the transit of mails to and from the Cape of Good Hope without any extra charge to the Government.

Now, if the Government will enter into a contract, founded upon the direct route I have particularised, and will admit of the delivery of the homeward mail at the Mauritius, to be thence conveyed by the newly-established steam postal communication from Mauritius to Aden, and thence by the established line to England, or will arrange with the Peninsular and Oriental Company to take on the mails from the Mauritius, 40,000 *l.* would be deducted from the sum of 157,000 *l.* mentioned in the accompanying tender, and the contract would be thus reduced to 117,000 *l.*

In estimating the subsidy for the accompanying tender, the revenue to be derived from passengers constitutes a very material item ; and to carry out that calculation provision must be made to ensure their transit throughout from Suez to England, as the contractors could not exercise any control after the arrival of their ships at Suez ; on which account, therefore, the Government will have to guarantee to passengers the option of being conveyed to England from Suez with the

the mails; otherwise no passenger would be secure of conveyance, and the tender sent herewith would be useless.

Occupying the line already from London to Suez, and the mail contracts thereon, the Peninsular and Oriental Steam Packet Company possess the exclusive power of contracting for the steam postal communication by the Point de Galle route from end to end, unless such an indispensable condition as I have mentioned be conceded by the Government.

It will, of course, be apparent, that if the direct over-sea route be admitted to competition, passengers might have the option at Mauritius of coming to England *viâ* Suez, or *viâ* the Cape of Good Hope; and for the very small proportion thus likely to take the Suez route, there would be no occasion for the Government to enter into any stipulation for their conveyance with the mails from thence to England.

And I have, &c.
(signed) James Laming.

AUSTRALIAN MAILS.

TENDER for Steam Vessels for performing the Mail Service between *Suez and Australia.*

Names of Vessels.	Tons by Register.	Where lying.	Horse Power.	Draft of Water		Speed under Steam.	Number of Vessels proposed to be employed.	Day on which the Vessel will be ready.	
				when ready for Sea.				For Survey.	Complete for Sea on the part of the Owners.
Uncertain, part to be constructed.	-- 2,200 to 3,000.	- - - -	300 to 450	<i>Feet.</i> - -	<i>In.</i> - -	<i>Knots per Hr.</i> 10	8	- - -	-- Within 12 months, or less, from date of contract.

Sir, 12 June 1856.

WE hereby offer to the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the above-mentioned steam vessels, for five years certain, for conveying Her Majesty's mails monthly each way between Suez and Australia, at the rates following, namely; at the rate of 157,000 *l.* per annum in case the service shall terminate at Melbourne, and at the rate of 161,000 *l.* per annum, should the service be continued on to Sydney, subject to the several conditions marked (A.), and to an abatement at the rate of £. per annum, in case no accommodation should be required for a naval officer in charge of the mails.

In the event of the tender being accepted, we engage that the vessels above mentioned shall be ready for survey on the day or respective days above mentioned for that purpose, in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every vessel from the day she ought to be ready for survey, for every day during which she shall not be ready for such survey; and we also engage that such vessels shall be complete for sea on the day or respective days above mentioned for that purpose, in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every vessel from the day on which she ought to have been complete for sea, for every day during which she shall not be complete for sea.

And we hereby agree with the said Commissioners to commence the said service within 12 months from date of contract; and in the event of such service not being commenced on such day, we hereby agree to pay to Her Majesty the sum of 100 *l.* for every day from that day until the said service shall be commenced by us. And we hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.*, are to be considered, not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or in the event of any one or more of such failures, the said Commissioners shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked (A.), and for the performance of the said service by not less than the above number of vessels, to be approved of as in the said conditions mentioned.

We are, Sir, your very humble Servants,
 (Signature) *James Lamington*
 (Address) 27, Cannon-street, City.

The Secretary
 of the Admiralty.

MR. MACQUEEN'S TENDER.

(A.)

Sir,

18, Crescent, Kensington, 11 June 1856.

IN reference to the accompanying tender for carrying the English mails for Australia from Suez to Melbourne and Sydney, by the route prescribed, permit me to state and to observe, that under the head of penalties in case of delays, there is, it is presumed, to be comprehended such delays as are or may be occasioned by unavoidable accidents, the act of God, or the dangers of the seas, against which no human prudence or foresight can guard. Depend upon it that it is the interest, the business, and the duty of every one who engages in such undertakings and services to carry their passengers and freights with as great speed and regularity as it can be for the public to have their mails carried and delivered.

There is nothing said in the printed form about stoppages for coaling between Suez and Point de Galle, and Point de Galle and Melbourne; the distance in the former instance is 3,460 geographical miles, and in the latter case 4,920 miles. In this last case especially, it will be impossible, and would be imprudent, for a vessel to convey coals sufficient for her consumption.

To attempt this would overload the ship and greatly retard her speed; therefore it will be necessary to take in a supply adequate for the rest of the voyage at Albany (King George's Sound.) Time would not be lost on the general voyage, because, first, time would be saved in coaling to a larger extent at Point de Galle, and secondly, because the vessel in the voyage from Point de Galle to King George's Sound would run at a greater speed. The same result also would follow if the ships took a supply of coals at Aden in their voyage to Point de Galle, the whole distance, 3,460 miles, requiring a heavy load of coals, but not so much as the other. These points can be arranged with advantage, as experience may guide the service in future.

If it should be judged advisable by the Lords Commissioners of the Admiralty, the mails for Tasmania may be landed at Port Dalrymple, and thence sent overland to Hobart Town. This would only occasion a short delay in the voyage to and from Sydney, and prove of the greatest advantage to all Tasmania, as it would give them the same course of post with England, and this at a very small comparative cost for the inter-colonial conveyance than would otherwise be necessary. It is here necessary to state for the information of the Lords Commissioners of the Admiralty, that the contractors under the accompanying tenders intend, without reference to conveyance of any mails between England and Alexandria, and between Marseilles and Alexandria, to carry their own passengers and freights, &c., to and from Australia, and the former places mentioned, to and from and through Southampton, and to work the latter in close connexion with the mail tender from Suez, (the periods regulated by the time in which the Government mails may be conveyed

conveyed to and from Alexandria by other parties,) by the prescribed route to the given points in Australia, in order that neither passengers nor freights that the contractors may carry to and from the eastward of Suez, may suffer any delay or inconvenience.

The time from Suez to Sydney, under the tender for the proposed contract, is estimated, under all ordinary circumstances, at 37 or 38 days, and two days less to Melbourne.

The time they estimate for the whole voyage each way from England (say Southampton) to and from Sydney, including all stoppages for coaling beyond the Isthmus, and including the time for transit over it, is taken at 51 or 52 days, under all ordinary circumstances. These times, and giving three days to stop at Sydney for replies, would give the course of post, as from Southampton to Southampton, 104 or 106 days, but less the reduced time for the portion of the mails conveyed overland by way of Marseilles, say four or five days each way.

In order to secure the greater speed and regularity, it is proposed to adopt paddle-wheel steamers.

I have, &c.,
(signed) *James Macqueen.*

The Secretary to the Admiralty, &c. &c.

Sir,

18, Crescent, Kensington, 12 June 1856.

REFERRING to my letter and tender of this date, made for the conveyance of mails to Australia, by way of Suez and Ceylon, I would, with deference, beg leave to recall to your attention, and to the consideration of the Lords Commissioners of the Admiralty, my letter and tender of the 14th March last, made for the conveyance of mails to Australia, by the route of the Cape of Good Hope.

I now beg leave to renew that tender on the conditions therein stated, and for the same remuneration, namely, 140,000 *l.* yearly, to convey the mails for all Australia, Bourbon, and the Mauritius, by the route of the Cape of Good Hope. The mails so conveyed would reach Melbourne in 52 days, and Sydney in 55 days.

The advantage of this plan to the colonies, and to the public, would be as follows:

To the colonies, a more general and certain mail communication, with little if any extension of time.

In conveying the Australian mails by the Red Sea, the postal service, as regards the general interests of all the eastern and southern colonies, is less efficiently performed, while an additional expense, beyond the sum required for this purposes of perhaps 100,000 *l.* yearly, is fixed upon the public. Thus Mauritius pays at present 15,000 *l.* or 20,000 *l.* a year for the conveyance of her European mails from Aden. An efficient postal steam communication with the important colony of the Cape of Good Hope cannot be much longer delayed. Unless I am misinformed, the sum necessary to do this yearly will require 80,000 *l.* The more the Cape is isolated from other possessions, the greater the expense of steam postal communication becomes. By the Cape route to Australia, the sea communication is free and uninterrupted, freed from all dangers and interruptions that may arise in passing through the territories of foreign states, while the stations for coaling and stoppages are all under the British flag.

I have, &c.,
(signed) *James Macqueen.*

The Secretary of the Admiralty, &c. &c.

AUSTRALIAN MAILS.

TENDER for Steam Vessels for performing the Mail Service between *Suez* and *Australia*.

Names of Vessels.	Tons by Register.	Where lying.	Horse Power.	Draft of Water		Speed under Steam.	Number of Vessels proposed to be employed.	Day on which the Vessel will be ready.	
				when ready for Sea.				For Survey.	Complete for Sea on the part of the Owners.
The ships to be specially built for the service. The machinery to be constructed on the most approved and perfect principles. The ships to be in every respect alike. The tonnage, say 2,300 tons, or in such proportion to the power as the builders and engineers may consider best. The whole to be paddle-wheel. See accompanying letter marked (A).			800	Feet.	In.	Knots per Hr.			
				-	-	12	- - Five, to be increased to six within two years if found necessary.	- - -	- - Ready so as a ship may be at Suez to take the outward mail at the end of 15 months from the date of signing the agreement.

Sir,

18, Cresent, Kensington, 12 June 1856.

WE hereby offer to the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland the above-mentioned steam vessels for five years certain, for conveying Her Majesty's mails monthly each way between Suez and Australia, at the rates following; namely, at the rate of 125,000 *l.* per annum in case the service shall terminate at Melbourne, and at the rate of 130,000 *l.* per annum should the service be continued on to Sydney, subject to the several conditions marked (A.), and to an abatement at the rate of 180 *l.* per annum, in case no accommodation should be required for a naval officer in charge of the mails.

In the event of the tender being accepted, we engage that the vessels above mentioned shall be ready for survey on the day or respective days above mentioned for that purpose, in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every vessel from the day she ought to be ready for survey, for every day during which she shall not be ready for such survey; and we also engage that such vessels shall be complete for sea on the day or respective days above mentioned for that purpose; in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every vessel from the day on which she ought to have been complete for sea, for every day during which she shall not be complete for sea.

And we hereby agree that the said Commissioners do commence the said service from Suez at the end of 15 months from the date of signing the agreement; and in the event of such service not being commenced on such day, we hereby agree to pay to Her Majesty the sum of 100 *l.* for every day from that day until the said service shall be commenced by us. And we hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.*, are to be considered, not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or in the event of any one or more of such failures the said Commissioners shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked (A.) and for the performance of the said service, by not less than the above number of vessels to be approved of as in the said conditions mentioned.

We are, &c.

The Secretary
of the Admiralty.

(signed) James Macqueen.

PENINSULAR AND ORIENTAL COMPANY'S TENDER.

AUSTRALIAN MAILS.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London,
12 June 1856.

Sir,

IN reply to the advertisement issued by the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, we hereby offer, on behalf of the Peninsular and Oriental Steam Navigation Company, to convey by any four of the undermentioned full power Screw Steam-vessels,—viz. :

Simla	-	-	2,563 tons, B.M.	-	600 horse-power.	} - - Employed in the Postal and Transport Services.
Pera	-	-	2,622 "	-	450 "	
Bengal	-	-	2,233 "	-	500 "	
Nubia	-	-	2,227 "	-	450 "	
Alma	-	-	2,218 "	-	450 "	
Candia	-	-	2,200 "	-	450 "	
Colombo	-	-	1,848 "	-	450 "	
Ava	-	-	1,620 "	-	320 "	} Building at Glasgow.
Delhi	-	-	2,400 "	-	450 "	

—Her Majesty's Mails, for a term of not less than five years, monthly, each way, between Suez and Australia, at the rates following; namely:—At the rate of one hundred and thirty-five thousand pounds (135,000 *l.*) per annum, in case the service shall terminate at Melbourne, and at the rate of one hundred and forty thousand pounds (140,000 *l.*) per annum, should the service be continued on to Sydney, subject to the several conditions hereafter mentioned, viz.:—We agree to the conditions annexed to the printed Form of Tender furnished by the Directors of Transport Service, and referred to as marked (A.), with the following exceptions and additions:

1st. We decline to be held responsible for failure as to the length of a voyage, or for any other failures arising from causes beyond our control, and therefore respectfully reject the stipulation of a penalty of 50 *l.*, 100 *l.*, &c. for days in excess of a maximum number of days in which the voyage is to be performed "from whatever cause arising," and "which penalties are in no case whatever to be relinquished;" and we also decline to accept the premium of 30 *l.* per day for effecting the voyage in less time than a maximum number of days proposed to be fixed. We submit that such penalties and premiums are unnecessary, inasmuch as the vessels which we offer have been already surveyed and tested for an average speed of ten knots an hour, and as the officer appointed to represent their Lordships on board of the vessel ought to be a sufficient guarantee for their being navigated with all the rapidity consistent with the safety of life and property, for any damage to which, through improper navigation, the law has recently attached heavy penalties on the ship-owner, although such damage may happen without his fault or privity; besides holding the master criminally responsible. We, however, beg leave to annex to this tender a Time-table marked (B.), framed upon the same principle as was agreed upon in our contract for the conveyance of the Indian Mails, and to which we are willing to bind ourselves under all ordinary circumstances.

2d. Twelvemonth's notice to be given to the Company of the termination of the contract, which shall remain in force until such notice to terminate it shall be given.

3d. The Company to have the option to relinquish the contract on giving twelvemonth's notice to that effect to the Lords Commissioners of the Admiralty, and paying ten thousand pounds (10,000 *l.*) as a fine.

4th. The arrangement of the homeward arrivals at Point de Galle of the Australian Postal Steamers shall be made to correspond as nearly as possible with the homeward arrivals at the same place of the China Postal Steamers.

5th. The time of commencement of the proposed service must depend on the release from the transport service of the Company's ships now employed in it; and after their discharge from it, several months will be required to overhaul

and refit them for postal and passenger service, and to place them on their respective stations in the Eastern Seas.

6th. But as the necessity for a prompt establishment of a monthly steam postal communication with Australia appears to be urgent, we are prepared, if it should be desired, to commence such a service forthwith by means of the following screw steam-vessels; viz. :—

Bombay	-	-	1,200 tons, B.M.	-	-	280 horse-power.
Madras	-	-	1,200	„	-	280 „
Norna	-	-	1,035	„	-	230 „

all at present in the Eastern Seas, on the plan and terms proposed by us in our tender, dated 16th July 1855 (a copy of which is herewith transmitted for more ready reference), such preliminary service to cease on the commencement of the service hereby tendered for.

I have, &c.
(signed) *C. W. Howell*,
Secretary for the Board of Directors.

The Secretary of the Admiralty,
Somerset Place.

(B.)—TIME TABLE.—MELBOURNE AND SUEZ.

OUTWARDS.

Leave Suez, 6 February. Arrive at Galle, 23 February. Leave Galle, 25 February. Arrive at King George's Sound, 14 March. Leave King George's Sound, 16 March. Arrive at Melbourne, 22 March.

HOMEWARDS.

Leave Melbourne, 7 April. Arrive at King George's Sound, 13 April. Leave King George's Sound, 15 April. Arrive at Galle, 30 April. Leave Galle, 2 May. Arrive at Suez, 19 May.

Maximum time, outward voyage, under ordinary circumstances,						
Suez to Melbourne	-	-	-	-	-	45 days.
Maximum time, homeward voyage, under ordinary circumstances,						
Melbourne to Suez	-	-	-	-	-	43 „
From Suez to England <i>via</i> Marseilles	-	-	-	-	-	7 „
Total Maximum time, London to Melbourne	-	-	-	-	-	52 „
Ditto Melbourne to London	-	-	-	-	-	50 „

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London,
16 July 1855.

Sir,

WITH reference to previous correspondence, and particularly to your letter of 6th March last, inviting the Directors of this company to submit to the Lords Commissioners of the Admiralty terms for establishing a monthly steam postal service with Australia, by the route formerly adopted for the two-monthly service; I have now the honour, by order of the Directors, to transmit the accompanying plan, marked (A.), for a monthly service, under improved arrangements in regard to the routes.

I am also instructed to state, that according to the most careful estimates which their past experience of this line of communication enables them to make, the lowest sum for which they feel themselves justified to undertake the execution of such a service, with due regard to the protection of the interests of their constituents, is 84,000 *l.* (say eighty-four thousand pounds) per annum.

I am further desired to say that the Directors are willing to submit for their Lordships' inspection, if required, the estimates of cost and returns upon which this tender is based.

I have, &c.
(signed) *C. W. Howell*, Secretary.

The Secretary of the Admiralty.

(A.)—PLAN

(A.)—PLAN of the PENINSULAR and ORIENTAL STEAM NAVIGATION COMPANY for establishing a Monthly Steam Postal Communication with *Australia*.

THE Company to provide a sufficient number of vessels, of a speed of ten knots per hour, for the above service.

OUTWARD ROUTE.

One of such vessels to be in readiness at Point de Galle to receive there the mails for Australia despatched from London, on the 20th to the 25th of every month.

To proceed with the same to Melbourne (Port Philip), touching at King George's Sound to coal, and deliver the Western Australia (Perth) mail. From King George's Sound to proceed direct to Melbourne, and having there delivered the Melbourne, Geelong, Adelaide, and Van Diemen's Land mails, proceed to Sydney with the New South Wales mail and the correspondence for New Zealand.

HOMEWARD ROUTE.

One of such vessels to depart from Sydney in such time as to meet at Galle the homeward-bound packet from Calcutta and Madras with the India mails for Suez.

From Sydney, to proceed to Melbourne to receive the Melbourne, Geelong, Adelaide, and Van Diemen's Land mails; thence to King George's Sound, to coal and receive the mail from Western Australia. From King George's Sound to proceed direct to Galle, and there transfer the Australian mails to the homeward-bound India mail-packets.

Explanation relative to the above Route.

It will be observed that the arrangement of the route now proposed differs from that of the former two-monthly communication, inasmuch as the packets will proceed direct from Galle to King George's Sound on the outward route, instead of making the *détour* *via* Singapore; also that they will proceed direct to Port Philip (Melbourne), instead of calling at Adelaide.

The advantages of this arrangement are, that Victoria, New South Wales, Van Diemen's Land, and New Zealand, forming about seven-eighths of the population, trade, and wealth of the Australian colonies, will get their mail transit shortened by six days; and the correspondence of the three Indian Presidencies and Ceylon will be shortened by three days, while the only drawbacks attending it will be, that letters from the Straits and China for Australia would have to proceed *via* Galle instead of Singapore, and that Adelaide would receive its mails two days later, and have to despatch them two days earlier, than if they were delivered direct at that port as formerly.

Besides the delay caused in the transit of the mails to and from the important colonies referred to, the port of Adelaide is unfit for the accommodation of steamers of the large class intended to be employed in the proposed monthly service; in corroboration of which the Directors of the Peninsular and Oriental Company beg to refer to a report which they have received from their late superintendent there, Captain Luke Thomas.

The inconvenience to Adelaide of receiving its mails *via* Melbourne can be but of trifling importance; the packets, by proceeding direct to Melbourne, will arrive there as soon as they would arrive at Adelaide.

Steam-vessels now ply between the two places by which the outward Adelaide mail may be forwarded from Melbourne in about 48 hours; and in the same time the homeward Adelaide mail may be forwarded to Melbourne; and as there will be an interval at Melbourne of about 14 days between the arrival of the outward packet and departure of the homeward packet, Adelaide will have ample time for replying to letters *via* Melbourne.

As by this arrangement the post between Melbourne and London may, it is estimated, be reduced to 50 days, its importance will be readily appreciated.

By order of the Board.

(signed)

C. W. Howell,
Secretary.

122, Leadenhall-street, 16 July 1855.

TENDERS AND CORRESPONDENCE RELATING TO

MR. EWING'S TENDER.

AUSTRALIAN MAILS.

TENDER for Steam Vessels for performing the Mail Service between *Suez* and *Australia*.

Names of Vessels.	Tons per Register.	Where lying.	Horse Power, Admiralty.	Draft of Water when ready for Sea.		Speed under Steam.	Number of Vessels proposed to be employed.	Day on which the Vessel will be ready.	
				Feet.	In.			For Survey.	Complete for Sea on the part of the Owners.
"Oneida" - -	2,317	- - In English trans- port service.	530	19	-	} 9 $\frac{3}{4}$	- - -	1 Aug. 1856	Oct. 1856
"European" - -	2,319	In French - ditto	530	19	-		- - -	1 Oct. "	Dec. "
"Columbian" - -	2,200	In ditto - ditto	530	19	-		- - -	15 " "	Jan. 1857
"Australian" - -	2,500	- - - -	600	20	-		- - -	20 June 1857	July "
(If from England to Alexandria.)									
"Melbourne" - -	1,600	- - - -	400	17	-	} 9 $\frac{3}{4}$	- - -	March "	April "
"Sydney" - -	1,600	- - - -	400	17	-		- - -	April "	May "

Sir,

Glasgow, 11 June 1856.

WE hereby offer to the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland the above-mentioned steam-vessels, for five years certain, for conveying Her Majesty's mails monthly each way between Suez and Australia, at the rates following; namely,—at the rate of 185,000 *l.* per annum, in case the service shall terminate at Melbourne, and at the rate of 185,000 *l.* per annum, should the service be continued on to Sydney, subject to the several conditions marked (A.), and to an abatement at the rate of 1,500 *l.* per annum, in case no accommodation should be required for a naval officer in charge of the mails.

In the event of the tender being accepted, we engage that the vessels above mentioned shall be ready for survey on the day or respective days above mentioned for that purpose, in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every vessel from the day she ought to be ready for Survey, for every day during which she shall not be ready for such survey; and we also engage that such vessels shall be complete for sea on the day or respective days above-mentioned for that purpose; in failure of which we agree to pay to Her Majesty the sum of 10 *l.* for every vessel from the day on which she ought to have been complete for sea, for every day during which she shall not be complete for sea.

And we hereby agree with the said Commissioners to commence the said service as stated in the annexed letter; and in the event of such service not being commenced at such times, we hereby agree to pay to Her Majesty the sum of 100 *l.* for every day from that day until the said service shall be commenced by us. And we hereby agree that such respective sums of 10 *l.*, 10 *l.*, and 100 *l.*, are to be considered, not as penalties, but as liquidated damages, and payable whether any damage shall or shall not be sustained by reason of all or any one or more of such failures; or in the event of any one or more of such failures, the said Commissioners shall have the option of determining any agreement for such service by us.

And we do hereby agree to execute a contract according to the said conditions marked (A.), and for the performance of the said service, by not less than the above number of vessels, to be approved of as in the said conditions mentioned.

We are, &c.

(signed) John Orr Ewing,

Chairman for European and Columbian
Steam Navigation Company,
25, Gordon-street, Glasgow.The Secretary
of the Admiralty.

Sir,

Sir,

WITH reference to the prefixed tender for the Australian Mail Service, I beg, on behalf of the European and Columbian Steam Navigation Company, to state that, although, conformably with the requirement of the printed form of tender, the offer is named only for the service from Suez to Melbourne and Sydney, it is virtually an offer from England (Liverpool or Southampton, as may be afterwards arranged) to Melbourne and Sydney, as it is the intention of this Company, should its tender be accepted, to place an independent line of steamers between England and Alexandria, calling at Malta for the Marseilles portion of the mail to run in connexion with the line from Suez to Australia.

Without the steamers between England and Alexandria being solely appropriated for the Australian service, and not subsidiary to any other service, it does not appear to this Company, either that the postal communication can with regularity be maintained, or the conveyance of passenger and specie traffic without frequent delay be efficiently secured.

The first steamer would be despatched from England direct for Melbourne and Sydney in October, the second in December 1856, the third in January, and the fourth in August 1857, carrying a mail and passengers only.

The service from Australia to Suez would be commenced in January 1857, and with the exception of February and June 1857, continued regularly each month in terms of the contract.

The service from Suez to Australia would be commenced in March 1857, and, with the exception of April and August, be continued regularly each month.

This Company, therefore, must now be held to tender, in the option of the Commissioners, either for the conveyance of the mails and despatches between England and Melbourne and Sydney, *viâ* Suez and Point de Galle, for the sum of 185,000 *l.* sterling per annum, or from Suez to Australia for the same sum, say 185,000 *l.*

The maximum number of days on the passage between Suez and Melbourne will be 39 days outwards and 35 days inwards.

It is proposed that the stay at Melbourne on the outward passage will be one day, and the homeward two days; the time occupied between Melbourne and Sydney being two and a half days. The length of passage between England and Alexandria by the steamers on this portion of the line is intended to be 12 days and 12 hours.

We may mention that the steamers "Oneida," "European," and "Columbian" were built last year for the mail service between England and Canada, are all classed A.F. at Lloyd's, and have proved themselves very efficient and fast vessels in the English and French transport service.

The other three steamers this Company intends to build as quickly as possible of the best and most suitable description for the contract, and in the meantime to charter steamers for the line between England and Alexandria.

We are, &c.

(signed) *John Orr Ewing*, Chairman.

The Secretary of the Admiralty.

TREASURY MINUTE, dated 24 June 1856.

My Lords have under their consideration the letter from the Admiralty, dated the 19th instant, and four tenders for the Australian Postal Service enclosed therein, from

Mr. Laming;
Mr. Macqueen;
The Peninsular and Oriental Company; and
The European and Columbian Steam Navigation Company.

As this is a service which equally affects the Australian colonies and this country, the cost being shared by each, My Lords have thought it their duty to consult the Secretary of State as representing the colonies.

With regard to the two first of the tenders alluded to, the whole or part of the vessels are to be built for the service, which, it is proposed, shall commence 12 months from the date of the contract, at the earliest. My Lords, with the

concurrence of the Secretary of State, have therefore no hesitation in rejecting those tenders.

With regard to the tender of the Peninsular and Oriental Company, my Lords, with the concurrence of the Secretary of State, also feel compelled to decline it:—

1. Because they refuse to be bound by the conditions, so far as penalties are concerned.

2. Because the period at which the service can be commenced is uncertain, being dependent upon the time when the vessels shall be released from the transport service, after which time several months will be required to repair and refit them, and place them upon the stations.

3. Because the time required for the voyage is several days longer than the tender which has been accepted, being 45 days from Suez to Melbourne outward, and 43 days homeward.

4. Because they seek to impose three new conditions of their own entirely inconsistent with the proposal of the Government, and such as, on no account, my Lords would feel justified in accepting, having reference to the interests of the colonies, and the harmonious working of the system between them and the Imperial Government.

With regard to the tender of the European and Columbian Steam Navigation Company, although the sum required is much larger than any of the others, yet My Lords, with the full concurrence of the Secretary of State, are of opinion that it is the only one which they would be justified in accepting:—

1. Because they adopt all the conditions contained in the proposal, including penalties.

2. Because the time which they propose from Suez to Melbourne, and *vice versa*, is shorter, by several days, than that proposed by the Peninsular and Oriental Company, being 39 days outward, and 35 days homeward.

3. Because they are prepared to commence the service at an early and defined date.

4. Because, for the same sum, they propose to contract to convey mails and passengers direct from Southampton to Alexandria, by separate boats running in communication with the boats plying between Melbourne and Suez.

Write to the Admiralty, with a copy of this Minute, returning the four tenders alluded to, and state, that, for the reasons named herein, My Lords, with the full concurrence of the Secretary of State for the Colonies, have decided to accept the tender of the European and Columbian Steam Navigation Company from Southampton to Sydney, with however the following modification:—According to that tender no provision is made for the service from Melbourne to Suez in the months of February and June, and from Suez to Melbourne in the months of April and August 1857. My Lords regarding it as essential that the service shall be continuous and without interruption from the time of commencement, have stipulated with the Company, and they have consented, to hire one or more vessels of not less than 1,800 tons full power steamers to fill up those months left vacant in the tender, so that the service shall be continuous from the month of January 1857 from Melbourne, and from the month of March from Suez, in connexion with a steamer leaving Southampton in February for Alexandria; and upon the understanding that these vessels of 1,800 tons will be replaced by steamers of the full size contemplated as soon as those four exceptional voyages are completed. With regard to those four exceptional voyages, My Lords will be prepared to make some reasonable allowance for extra time, provided the same are performed to their satisfaction.

Request the Board of Admiralty to give the necessary instructions for the preparation of the contract, which My Lords will be glad to see in draft before it is executed, in order that they may lay it before the Secretary of State for his approval on behalf of the colonies.

COPY of LETTER from the Peninsular and Oriental Company, June 25, to the Treasury.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street,
London, 25 June 1856.

Sir,

With reference to the tender of the Peninsular and Oriental Steam Navigation Company for the Australian Mail Service, the Directors feel it to be necessary to state

state, in consequence of inquiries now made of them by parties interested in these colonies, that in the event of this Company undertaking the service between Suez and Australia, it is the intention of the Directors to provide, at the sole expense of the Company, an independent means of conveyance for passengers and cargo between Alexandria, Southampton, and Marseilles, and also to give to Australian passengers the benefit of this Company's transit arrangements with the Egyptian Government.

As the Directors in making their tender, thought it right to confine it to the service required, and the continuance of a passenger communication to England appears to be an object of importance to the parties alluded to, the Directors consider it may be necessary to make this communication in order the better to enable Her Majesty's Government to come to a decision on the proposals which may have been submitted to it.

I have, &c.

(signed) C. W. Howell, Secretary.

The Secretary of Her Majesty's Treasury.

COPY of LETTER from the Peninsular and Oriental Company, June 28, to the Admiralty, and transmitted to the Treasury.

Peninsular and Oriental Steam Navigation Company,
Offices, 122, Leadenhall-street, London,
28 June 1856.

Sir,

IN reply to your letter of the 23d instant, and with reference to the Company's tender of the 12th for the Australian mail service, I am instructed by the Board of Directors to state, that, observing by a statement made in the House of Commons, on 26th instant, that the early commencement of that service is considered to be of such importance as chiefly to warrant the expenditure of about a quarter of a million of the public money over and above the amount for which this Company are prepared to execute the service, and that the party to whom this extra sum is proposed to be paid have only undertaken to despatch their first ship from Southampton to Melbourne in the month of October next; they will, in the event of the acceptance of their tender, release the Government from their engagement for this vessel, and will despatch her as the first ship for the service in the course of the ensuing month of July. They will also release the Government from their engagement in respect to the other vessels, thereby saving a considerable sum to the public; and will provide conveyance for an Australian mail, *via* Suez, in August next.

They beg further to state that they are prepared to guarantee the run of the "Simla" from Melbourne to Suez, barring accidents, to be made in 36 days, and to forfeit 100 *l.* per day for every day she may be over that time.

I have, &c.

(signed) C. W. Howell,
Secretary.

To the Secretary of the Admiralty.

Treasury Chambers, }
11 July 1856. }

JAMES WILSON.

AUSTRALIAN POSTAL SERVICE.

COPY of all TENDERS, and of all CORRESPONDENCE
relating thereto, for the AUSTRALIAN POSTAL
SERVICE, as proposed to be performed.

(*Mr. Hamilton.*)

*Ordered, by The House of Commons, to be Printed,
14 July 1856.*

POSTAL COMMUNICATION WITH THE AUSTRALIAN COLONIES.

RETURN to an Order of the Honourable The House of Commons,
dated 6 February 1856;—for,

COPY “of TREASURY MINUTE, dated the 27th day of November 1855, upon
the Subject of POSTAL COMMUNICATION between *England* and the *Australian*
Colonies.”

Treasury Chambers, }
6 February 1856. }

JAMES WILSON.

TREASURY MINUTE, dated 27 November 1855.

My Lords have under their consideration various communications from the Colonial Office, giving cover to despatches from the colonies of New South Wales, Victoria, and South Australia, and reports from the Postmaster-general, upon the subject of a postal communication between England and the Australian colonies.

My Lords advert to the arrangement which they sanctioned some time ago for the purpose of securing a monthly postal communication with Australia by steam-boats. By that arrangement a mail was carried, *viâ* the Cape of Good Hope, by the General Screw Steam Navigation Company, and another by the Peninsular and Oriental Company, *viâ* Singapore, in every month alternately, so as to secure a monthly communication between the two. The former of these companies having found itself obliged to abandon the contract, and the latter, in consequence of the demand for their vessels for the purposes of the war, having been obliged to suspend the branch service from Singapore to Australia, my Lords deeply regret that for some months past, so far as steam-vessels are concerned, this important postal service has been interrupted.

As early as the month of February last, with a view of obviating this inconvenience, my Lords requested the Lords of the Admiralty to take steps to obtain a tender for a monthly conveyance of mails to Australia, but it is only within the last few weeks that that tender has been received by the Government; and it is one which, in its present shape, and in the position which the question has now assumed, my Lords are not prepared to accept. This tender, which has been received from the Peninsular and Oriental Company, is to convey a mail by steam once in every month between Ceylon and the Australian colonies, in connexion with their India mail-boats, for the sum of 84,000 *l.* a year. But as the present estimate of the postal revenue with Australia cannot be computed at more than 36,000 *l.*, of which 24,000 *l.* can only be taken as the portion applicable to the sea service, my Lords would not feel justified in imposing upon the home Exchequer exclusively so large a loss (*viz.*, 60,000 *l.* a year) as would attend the adoption of this tender.

It has been with great satisfaction that my Lords in the meantime have perused the despatches received from Sir William Denison, Sir Charles Hotham, and Sir R. G. Macdonnell, as well as the proceedings of the respective public authorities

rities of New South Wales, Victoria, and South Australia, upon the subject of postal communication. And my Lords have no doubt that when sufficient time shall have elapsed to enable the replies of the Governors of Van Diemen's Land, Western Australia, and New Zealand to the circular despatch addressed to them by Sir William Denison of the 16th March, inviting their co-operation with the other colonies and the mother country, in order to place the postal communication upon a permanent and satisfactory basis, to reach this country, they will be found to coincide with the enlightened and public spirited views expressed by those colonies already referred to in reference to the subject of that despatch.

The general tendency of all the correspondence upon this subject which has reached this Board, shows that the different colonies of Australia have become so impressed with the necessity of maintaining a permanent, certain, and rapid postal communication with England, that they are now prepared to share with this country any loss which it may be necessary to incur; but the offers of contribution, though made by those colonies from which communications have been received in a spirit of earnestness upon which my Lords place the most implicit reliance, are yet either too vague or are accompanied by conditions too contradictory and inconsistent with each other to form at once the basis of an arrangement with regard to which it is most desirable there should be no possible misunderstanding. It may therefore be convenient that my Lords should here place on record the various proposals which have been made by the different colonies, first and last, with respect to sharing in the expense of the postal service, and the conditions attached to those offers:

1. It appears that in 1846 the Legislative Council of New South Wales recommended that 6,000 *l.* a year for three years should be placed at the disposal of the home Government, in aid of steam communication *viâ* India. In 1852 this recommendation was confirmed, but on condition that the route should be by Torres Straits. In 1852 the Government offered a payment of 6,000 *l.* for three years to the first steam company which should establish a monthly line of steamers performing the distance from Sydney to England and back in 120 days.

2. In 1849 the Governor of Van Diemen's Land reported that 2,000 *l.* a year had been appropriated from the local revenue towards a line from Singapore *viâ* Sydney; that is, by the eastern route through Torres Straits.

3. In 1847 the Legislative Council of South Australia reported in favour of a line by way of the Cape, and promised 3,000 *l.* a year for three years if the passage were accomplished within 70 days.

4. In 1853 the Governor of Western Australia reported that the Council would be willing to pay 1,000 *l.* a year towards the expense of the line from Singapore to Sydney, provided the ships should call at Fremantle.

5. In the same year the authorities of Victoria, in expressing an anxious desire for a cheap postal communication with England, offered to contribute, so far as their own colony was concerned, for the necessary expenditure; but it afterwards appeared that a misconception had arisen as to the intention of the colonial authorities in this declaration.

6. In the present year an Act was passed by the Legislature of South Australia, authorising a payment of 500 *l.* to each steam-vessel delivering direct mails, *viâ* the Red Sea, within 58 days, provided that such vessel had not touched at any port eastward of Adelaide, and that the mails were delivered direct from the same ship that brought them from the last point of land before reaching the Australian colonies.

7. There remains to be stated the substance of the communications which have taken place between Sir William Denison and the other Governors in the present year. On the 16th of March Sir William Denison addressed the circular despatch already adverted to, to Sir Charles Hotham, the Governor of Victoria, and to the Governors of the other Australian colonies, as well as to the Governor of New Zealand; in which, after dwelling in appropriate terms upon the necessity of restoring, as early as possible, a regular postal communication, he proposes that the whole of those colonies should join in defraying a portion of the loss which, at least for some time to come, must attend the establishment of a
monthly

monthly steam communication between them and England; in which circular Sir William Denison divides the subject into the following three points for consideration:

- 1st. What should be the maximum sum to be paid for such service?
- 2d. In what proportion this amount should be divided between the colonies and the mother country?
- 3d. In what manner the contribution of the colonies should be apportioned among them?

In discussing these points Sir William Denison assumes that the maximum cost of the service would be 100,000 £.; and he expresses an opinion that of that sum 40,000 £., or two-fifths of the whole, should be contributed by the colonies, and the remainder by the home Government; and that so far as regards the distribution of the contribution among the different colonies, that should be determined by the proportion of letters which each colony transmits by the mail, and should be revised annually. The views entertained by Sir William Denison appear to have been entirely adopted by the Executive Council of New South Wales, who passed a resolution that the Legislative Council should be invited to place the sum of 15,000 £. annually at the disposal of the Government to carry out the arrangement; as yet, however, no information has been received that that has actually been done.

With regard to the colony of Victoria, my Lords have before them several despatches of Sir Charles Hotham, addressed to the Secretary of State and to Sir William Denison, by which it appears that the authorities entered warmly into the arrangement proposed; and it appears by Sir C. Hotham's despatch to Sir William Denison, of the 4th of May, that he had caused to be inserted in the "Post Office Act Amendment Bill" a clause pledging the Legislature to the expenditure of a sum not exceeding 50,000 £. per annum for the maintenance of steam communication between Victoria and Great Britain not less than once a month, and that the Legislative Council had given its sanction to the Act. But Sir Charles Hotham states that any contribution on the part of Victoria must be subject to the following four conditions:—

- 1st. That no contract should be made that does not provide for the delivery of the mail at Melbourne in a period not exceeding 55 days from the date of leaving London; the choice of route to rest with Her Majesty's Government.
- 2d. That if the overland route is adopted, the packet must proceed from Point de Galle *via* Cape Lewin and King George's Sound to Melbourne; she must touch at Kangaroo Island, but, to avoid a loss of two or three days, she must not enter Port Adelaide, and that she shall proceed from Melbourne to Sydney.
- 3d. That in case the overland route is adopted, the packet would proceed to Sydney immediately after the delivery of the Melbourne mails; but that on her homeward voyage she must remain at least 48 hours in the port of Melbourne, exclusive of Sundays.
- 4th. That preference must be given to the passengers from the colonies on the homeward route over any passengers for a shorter distance.

With regard to the colony of South Australia, my Lords have before them a despatch of the Governor, Sir R. G. Macdonnell, to the Secretary of State, giving cover to a copy of a despatch addressed by Mr. Finnis, who administered the government of the colony prior to Sir R. G. Macdonnell's arrival, in reply to Sir William Denison's circular letter; the substance of which is, that he had sufficiently ascertained the state of public feeling in the colony as to be able to say, with some degree of confidence, that the Legislature (which was not then in Session) would give its support to any plan arranged by the home Government with any steam company by which an ocean steamer shall monthly call off Port Adelaide, outward and homeward, delivering the mails within the same time as under the late contract with the Peninsular and Oriental Company; remaining in the port only sufficient time to deliver the mails on the outward voyage, but remaining 24 hours on the homeward voyage; that to secure this advantage the Government would propose to the Legislative Council a Bill, to pay, on behalf of the colony, a contribution not exceeding 12,000 £. a year. In respect to the

cost of the whole service, the acting Governor of South Australia suggests that the colonies should pay one-half, and the Imperial Government the other.

My Lords have also read, with much satisfaction, the enlarged and liberal views taken of the proposal as a whole, in the minutes of the Executive Council of the 17th of April, as well as in the reports of the Postmaster-general of the colony, of the Acting Colonial Secretary, the Advocate-general, and the Surveyor-general.

Sir R. G. Macdonnell, in his despatch, states that the letter of Mr. Finnis represents the views of members of the Legislature and of the general community being in favour of steamers from Point de Galle, calling off Port Adelaide.

From the remaining three colonies, viz. Van Diemen's Land, Western Australia, and New Zealand, as yet no intimation of any reply to Sir William Denison's despatch has reached this Board.

From this summary of the existing state of these negotiations, it is apparent that they have not yet assumed that clear and tangible position which would enable the home Government to make them the basis of an actual arrangement. The Executive Council of New South Wales has passed a resolution to invite the Legislative Council to appropriate a sum of 15,000 *l.* towards the service, but no advice has yet been received that this has been adopted. Sir William Denison has stipulated for no conditions which could embarrass the arrangement; but looking to the great preference hitherto shown and embodied in the acts of the Legislature for the route by Torres Straits, by which the first arrival and the last departure would be from Sydney, it is possible the Legislature may attach such a condition to any grant it may make. In Victoria the Legislature has authorised a very liberal expenditure for the purpose, but Sir Charles Hotham has attached conditions which are inconsistent with the conditions contended for by South Australia, and, in part, such as it may be impossible to obtain. In South Australia the only Act that has really been passed offers a payment of 500 *l.* to every steamer which shall deliver a direct mail *viâ* Suez, and without first having called at any port eastward of Adelaide, that is, without having first touched at Melbourne. And the Governor now holds out hopes that the Legislative Council would vote 12,000 *l.* a year in aid of a plan by which the mail-packets on their outward and homeward voyages shall call at Port Adelaide. The acquiescence, therefore, of the colonies of Victoria and South Australia in the proposal of Sir William Denison is thus based upon contradictory conditions. With regard to the other three colonies, no engagement, as far as my Lords know, has yet been entered into, of any kind.

However, notwithstanding all the difficulties and conflicting views as exhibited in the various correspondence under consideration, my Lords are of opinion that the interests involved, both Imperial and colonial, in a speedy restoration of a monthly postal communication between the United Kingdom and the Australian colonies, are so great, that the time has now arrived when the home Government should take the initiative, and propose for the adoption of the colonies some great and comprehensive scheme, which shall, upon mature consideration, appear the best adapted for the interests of the whole, and pending a communication with the colonies, in order to save time, to take such preliminary steps as shall secure its coming into operation as soon as possible. And my Lords are the more induced to arrive at this decision for the following reasons:—

1. My Lords cannot, after all the discussions which have taken place upon this subject, be surprised that the different colonies should view with favour and even insist upon plans which, from the geographical position of the colonies, promise to confer peculiar advantages upon them, and that in this respect the requirements of some may be at variance with the interests of others or of the whole. And my Lords fear that a great delay would take place if they were to wait until these differences should be adjusted among the colonies themselves.

2. My Lords are convinced, from the whole tenor of the correspondence now before them, that all the colonies are now so much in earnest in their desire to see a permanent steam-postal communication established, that they will be ready

ready to sink any minor differences of opinion, and to submit to slight disadvantages in order to secure the far greater benefits which will result from a well-considered general scheme.

3. My Lords are further induced confidently to believe that each colony will accept a general plan, prepared by the home Government after full consideration, in the full conviction that, as it is proposed without any bias or leaning in favour of any one colony, it may be assumed as that which is the best calculated to meet the public wants.

The principle upon which the postal communication between England and the Australian colonies has latterly been conducted is, that a postage of 6*d.* for a single letter has been charged, of which 4*d.* was understood to represent the sea-rate, 1*d.* for collecting or delivering a single letter in any part of the United Kingdom, and the same in any part of the colonies; so that the whole cost of sending a letter from any part of the United Kingdom to any part of the Australian colonies, or *vice versa*, should not exceed 6*d.*

As the whole cost of the packet service has hitherto been borne by the Imperial Government, the portion of the postage which represented the sea-service has been accounted for to the home Post-office, so that of the 6*d.* charged, 5*d.* has been appropriated to England, and 1*d.* to the colony receiving or despatching the letter, as the case might be.

My Lords have already adverted to the heavy charge which has hitherto been imposed upon the British Exchequer from the loss which has attended this arrangement, and to the circumstance that they would not feel justified in adopting the still heavier loss which would attend the improved service which the colonial authorities think absolutely required for their present wants. But this difficulty is happily removed by the enlightened view taken by the colonial authorities, and their willingness to defray a share of the loss which shall be incurred in securing a regular monthly steam communication. This loss, though it will be great at first, may fairly be expected rapidly to diminish by the increase of the postal revenue, consequent not alone upon an increasing population, but also upon the establishment of a more frequent and regular service. And it may also be hoped that before many years shall pass, the increased communication may enable contracts for the conveyance of mails to be made upon considerably more favourable terms.

With a view to effect such an arrangement, there are two modes which might be adopted :

1. The present plan might be continued by which the home authorities defray the whole cost of the sea-service, receive the entire sea-postage, and might then divide the net annual loss between the home Government and the different colonies in proportions to be fixed. Or,

2. It might be arranged, as has been suggested by Sir William Denison, that each colony should receive the postage of all the letters forwarded by it to the United Kingdom, or to either of the other colonies, and that the home Post-office should receive the postage upon all letters outward, in which case the entire cost of the sea-service would be divided in the proportions determined upon, in place of the balance of loss; but in the adoption of this plan it would be necessary to introduce the system of compulsory pre-payment.

It appears to my Lords that the latter plan presents in many respects very important advantages. In the first place, as it may be reckoned that upon an average of the whole year about the same number of letters are sent to and received from each colony, the plan would practically amount to an equal division of the postage between the colonies and the United Kingdom, while the inter-colonial postage would go entirely to the colonies. In the next place, the system of intricate accounts at present subsisting between the home Post-office and each of the colonial offices, in order to show the amounts collected for and due to the former, might be entirely dispensed with. And in the last place, it would leave the home Government and each colonial government free to regulate their rates of postage in any way they thought fit, within the terms of existing treaties, so far as regards foreign states. It would of course be stipulated that a letter from England should be delivered in any part of each of the colonies for the

payment charged in England, and *vice versa*, that any letter posted in the colonies should be delivered in any part of the United Kingdom, without any additional charge to that made in the colony. My Lords are therefore prepared to adopt the suggestion made by the Australian authorities on this point, to make pre-payment necessary, and that each post-office should retain the postage collected by itself as its own proper share of the whole. It will, however, be necessary to make some provision in respect to letters which are posted in the colonies for continental or other foreign countries, and which will pass through the English Post-office. By this arrangement, the sum to be divided between the home Government and the colonies will be the entire cost of the service, and not the net loss.

My Lords now come to consider the three points raised by Sir William Denison, viz.—1st. What amount should be expended for the entire service; 2d. In what proportion that amount should be paid by the home Government and the colonies; and 3d. In what proportion each colony shall contribute to the share to be paid by the colonies respectively.

1st. As to the cost of the service. As the only fair and satisfactory means of determining this point, my Lords propose to give instructions to the Admiralty immediately to ascertain by public competition the lowest rate at which it can be accomplished on the conditions and plans hereinafter defined.

2d. As to the proportion to be paid by the home Government on the one hand, and by the colonies collectively on the other, Sir William Denison suggests that three-fifths should be paid by the home Government, and two-fifths by the colonies. The Executive Council of South Australia expresses an opinion that on the arrangement ceasing by which the home Government receives five-sixths of the postage, which is now proposed as part of the new plan, the cost of the service should be borne equally between the mother country and the colonies collectively. My Lords are of opinion that there are many sound reasons why this latter course should be adopted, namely, that one-half of the whole cost should be defrayed by the home Government, and half by the colonies collectively. In the first place, in making this arrangement, my Lords are desirous above all things that it should be based upon principles that will prove as permanent in their operation as possible, and that will be simple and self-adjusting in the natural changes which must in the course of time take place. It is to be expected that as the Australian colonies become more and more developed, the net loss arising from a postal service will become less; but it may be laid down as a principle, that the advantages derived from the conveyance of letters will always be equal to the people at home and to those of the colonies, as it is presumed that the same number of letters will be sent and received at each end. This equality of advantages would therefore point to an equal division of the cost. In the next place, as it is proposed that each post-office shall retain the pre-paid postage upon the whole of its own letters forwarded, and which will practically result in the colonial post-offices receiving half of the entire postal revenue attached to the service, it is obviously fair that they should also bear half the cost. And lastly, it appears to my Lords that in a mutual arrangement of this kind, which it is essential to place upon a permanent footing, it would not be desirable, even on the part of the colonies, for the sake of the slight advantage it would confer upon them, to adopt a plan which had the characteristic of being in any degree one-sided. On the contrary, it is better for all parties that it should be perfectly fair and just. My Lords therefore propose that the home Government shall in the first place defray the entire cost of the main service, and shall be reimbursed by the colonies to the extent of one-half.

3d. As to the proportion of the moiety of the cost which shall be contributed by each colony. It appears to my Lords that the plan proposed for this purpose by Sir William Denison, and acquiesced in by the authorities of the other colonies, so far as their views have been expressed, is a perfectly fair and satisfactory one, viz. that each colony shall contribute in proportion to the number of letters despatched annually by the steamers. It is proposed that this proportion should be adjusted anew every year, but it appears to my Lords that this would lead to unnecessary trouble, and that if an adjustment took place every two years, it would be sufficiently accurate for all practical purposes.

With

With regard to the entire cost of the main service, it is necessary to observe, that if upon receiving the tenders which shall be made, it shall be decided to adopt the East Indian route, an addition will have to be made to the amount paid for the service from Point de Galle to the Australian colonies, as between them and the home Government for the portion of the cost of the existing overland service, which would fairly represent the Australian postage; inasmuch as in an arrangement made between Her Majesty's Government and the East India Company for that service, a portion of the entire cost was calculated to be borne by the former in respect to those colonies.

My Lords now come to consider the important question of the manner in which the service is to be performed, and the steps to be taken with a view to that end. Great difference of opinion has prevailed as to the route which should be adopted as the best, whether by the Cape, by Panamá, or by the Indian overland route, although up to this time experience has shown that the latter is the preferable. My Lords are however desirous that a fair test should now be made of all these routes, and they are therefore of opinion that any tenders to be invited should be open to all alike, and that it will be for the Government to consider and decide which will be the most advantageous, taken as a whole. At present there is a contract existing with the Peninsular and Oriental Company, for the conveyance of a mail every two months, *via* Singapore, upon terms that may be considered favourable to the Government; that service has been suspended for some time past, in consequence of the vessels of the Company being required for the war, and my Lords have now to decide whether they will hold the Company to the contract, or release them from it. Looking to the circumstance that the new service to be provided for will be monthly, it appears to my Lords that any arrangement for that service which could be made, if it were to work in conjunction with this contract now existing for one-half of it, would be made under great disadvantage, and that the only way by which the best terms and arrangements could be secured would be to throw the whole open to competition. My Lords are therefore of opinion that the best course will be to relieve the Peninsular and Oriental Company from their contract for that portion of the service, and to enter upon the new plan unembarrassed by an existing partial arrangement.

My Lords have already adverted to the conflicting and irreconcilable views taken by the different colonies as to the mode in which the service should be performed, and as to the route to be taken by the steamers employed; but there are two principles which are so obviously desirable to be observed that my Lords cannot hesitate to lay them down as a rule which must be for the benefit of the whole: first, that each colony shall have the benefit of an arrival and departure by each steamer monthly, and that the passage out and home, together, shall be made in the shortest possible time. Upon a very careful examination of the whole subject, and consideration of the correspondence which has taken place, my Lords are of opinion that these objects can be best attained by restricting the points at which the steamers of the main line should call to three, *viz.*, King George's Sound, Melbourne, and Sydney, and that all the other colonies should be provided with branch services fitting into the arrangements of the main service. My Lords have carefully and especially considered the difference of views upon this subject entertained by the colonies of Victoria and South Australia. The authorities of the latter colony very naturally desire that the steamer shall call at Port Adelaide, but when it is considered that vessels of the size which must be employed in this service are unable to cross the bar of the port, and are obliged to bring up at a distance from the port of 15 miles, and from the land of five miles, and often in very bad weather, and that under any circumstances a small branch steamer must be employed, and when it is further considered that calling at Port Adelaide would cause considerable detention to the more important mails of Melbourne and Sydney if the eastern route shall be adopted, as well as a loss of time also on the return voyage, and that therefore the entire voyage out and home would be lengthened, a disadvantage which would affect South Australia as well as the other colonies, my Lords feel convinced that the inhabitants of that colony will be satisfied, upon due consideration, that so far as the arrangement above proposed may be a concession on their part, it is one which the general interests of all concerned calls upon them to make, and that they will see that the saving of time in the outward and

homeward services together so obtained, will be an advantage to them as well as to others.

My Lords are, however, of opinion that in the comprehensive scheme which they are now proposing, arrangements should be made at the common cost for the branch services required to convey the mails to and from Port Adelaide, Van Diemen's Land, and New Zealand, making Melbourne the common point of arrival and departure of those branch services. They therefore propose that arrangements shall be made on the spot for those services, and that the cost of the same shall be added to the cost of the main services and divided in the same proportions as already indicated.

My Lords advert to a condition which Sir Charles Hotham attaches to his acquiescence in the proposals of Sir William Denison, namely, that in the event of the overland route being adopted, preference should be given to passengers from the Australian colonies on the homeward route over any passengers for a shorter distance. With regard to this condition, my Lords entirely agree with the objection made by Sir William Denison in his despatch to Sir Charles Hotham, of the 18th of April, in which he urges that such a condition might be inconsistent with any arrangements which the Peninsular and Oriental Company could positively make, and that the effect of insisting upon it would be to exclude from the arrangement the advantage of the competition of that Company. Sir Charles Hotham states as a reason for insisting upon it, the fact that in the return voyages of the South American steamers the passengers from the furthest point in the River Plate have the preference over those from Rio de Janeiro; but the circumstances are not the same. The Australian steamers, if that route were adopted, would join the Indian line at Point de Galle, and if that were the extreme point of the Indian service, the cases would be parallel and the plan possible. But in place of this being so, Point de Galle is a station on the homeward route from Hong Kong, Singapore, and Calcutta, and it would obviously be impracticable to insist upon such a provision in favour of Australian passengers over those who may have come from those various points.

My Lords are of opinion that, in a purely postal arrangement, conditions in relation to passengers, however important the subject is in itself, should not be permitted to embarrass the more immediate question, and that all parties may rest satisfied that, in this respect, any Company undertaking the service will, for its own interests and profit, make such arrangements as shall be most convenient to all parties.

The plan, therefore, which my Lords propose may be thus shortly summed up:

1. That they shall instruct the Admiralty to obtain tenders, by open competition, for a monthly postal service between this country and Australia, the vessels, outward and homeward, touching at King George's Sound, Melbourne, and Sydney, carrying the mails for the six colonies of New South Wales, Victoria, South Australia, Western Australia, Van Diemen's Land, and New Zealand.

2. That branch services shall be established by open competition from Melbourne, as the central point, with Port Adelaide, Van Diemen's Land, and New Zealand.

3. That all letters and newspapers shall be pre-paid, and that each Post-office shall retain its own receipts.

4. That the entire cost of the services described shall be divided equally between the home Government and the colonies collectively.

5. That each of the colonies shall contribute to the moiety to be paid by them collectively in proportion to the number of letters despatched by each, to be ascertained every two years.

In the first place, it will be necessary to obtain from each of the colonies named, a duly authorised legislative acquiescence in the arrangement proposed. For this purpose let a copy of this Minute be transmitted to the Colonial Office, and request that the Secretary of State will take the necessary steps with that view. But state that as some time must elapse before replies can be received from the different

different colonies, and as my Lords are anxious that no time should be lost in re-establishing a monthly mail by steam, my Lords, relying upon the correspondence now before them from the Governors of New South Wales, Victoria, and South Australia, have decided to take immediate steps in order to secure a commencement of the service at the earliest possible time after the receipt of communications from the different colonies acquiescing in the proposed arrangements.

Write to the Secretary of the Admiralty and request that the Lords Commissioners of the Admiralty will take immediate steps to procure tenders for a monthly postal communication by steam with Australia on the following conditions, and report to this Board before any contract is actually made :

1. The tenders to be delivered within two months of the date of the advertisement.

2. The tenders to specify the route and the maximum number of days between the departure of the mail from Southampton and its arrival at Melbourne, and Sydney, and King George's Sound, respectively ; and also the number of days on the homeward route.

3. That the service shall be performed under a penalty of 100 *l.* a day for delay in starting, and 30 *l.* a day for any time consumed in the voyage beyond the allowed maximum.

4. The contractors to state in what time from the acceptance of their tender they will be prepared (under a penalty to be agreed upon) to commence the service.

5. The contractors to give such adequate security as to the Lords of the Admiralty may appear necessary, for the payment of any penalties which may become due, and generally for the performance of the contract, which penalties in no case whatever shall be relinquished.

6. The contract to be for five years.

Transmit copy of this Minute to the Colonial Office, Admiralty, and Post Office, for their information and guidance.

POSTAL COMMUNICATION WITH THE
AUSTRALIAN COLONIES.

COPY of TREASURY MINUTE, dated 27 November 1855, upon the Subject of POSTAL COMMUNICATION between *England* and the *Australian Colonies*.

(*Mr. Wilson.*)

Ordered, by The House of Commons, to be Printed,
6 February 1856.

POST OFFICES (DUBLIN AND EDINBURGH).

RETURN to an Order of the Honourable The House of Commons,
dated 7 August 1855;—for,

COPIES “of CORRESPONDENCE between the Postmaster-General and the
Treasury, relating to an INQUIRY into the ADMINISTRATION of the
DUBLIN and EDINBURGH POST OFFICES.”

General Post Office, }
18 August 1855. }

FREDERIC HILL,
Assistant Secretary.

No. 1.

The Postmaster-General to the Treasury.

To the Right Honourable the Lords Commissioners of Her Majesty's Treasury.

My Lords,

IN my letter of the 25th January last, transmitting to your Lordships plans for remodelling the Liverpool, Glasgow, and Bristol Post-offices, I stated that Mr. Tilley had visited the Post-offices in Edinburgh and Dublin with the object of preparing a scheme for their reconstitution, in accordance with the suggestion contained in the Report of the Treasury Committee of Inquiry into the Post-office; and I now submit copies of the Reports which Mr. Tilley has furnished.

I have carefully considered these Reports, and as they appear to be well calculated to promote the efficiency of the service, and to afford to the officers a fair and reasonable remuneration, I have no hesitation in recommending their adoption.

General Post Office, 19 March 1855.

I have, &c.
(signed) Canning.

Enclosure No. 1, in No. 1.

REPORT upon the DUBLIN POST OFFICE.

My Lord,

IN revising the Post-office in Dublin, it has occurred to me that, with the exception of a distinct secretary's office, it will tend to simplification and to a more ready adjustment of persons to those duties which they are qualified to perform, if the other clerks are formed into one body, and the establishment which I am about to propose is framed upon this principle.

The Secretary's department now consists of 10 clerks, in addition to a chief clerk, and this appears to be a sufficient number for the business which is transacted in this branch. Secretary's Office.

The chief clerk, who is the person next in authority to the Secretary, has at all times important duties to perform, and in the absence of the Secretary, the control of the Post Office in Ireland devolves upon him. His salary should, I submit, be 500*l.* a year, rising by an annual increment of 20*l.* to 600*l.* The first class should consist of two clerks with salaries of 300*l.*, rising by 15*l.* to 400*l.*; and the second class of five clerks, with salaries commencing at 140*l.* a year, and rising by 10*l.* to 280*l.* Three supplementary clerks will also be required, but they will form a part of a general supplementary class.

The form of account which has been introduced with so much advantage in London may be strictly followed in Dublin, but the comparatively small amount of revenue to be collected and disbursed will admit of its being managed in connexion with the Money-order Office. I propose to appoint an accountant who shall be responsible for the whole account branch, and to place under him an examiner and a cashier. The salary of the accountant should be 450*l.*, rising by 20*l.* to 550*l.*, and the examiner and cashier should each receive a salary of 300*l.*, rising by an annual increment of 20*l.* to 400*l.* There are now three heads of the offices of account. The Receiver-general, the Accountant-general, and the President of the Money-order Office, each having a chief clerk. The office of the Receiver-general will be abolished, and the Accountant-general, who has been 45 years in the service, is willing to retire. I recommend, therefore, that both these officers be pensioned. Account Branch.

2 CORRESPONDENCE RELATING TO THE ADMINISTRATION

The Account Branch should consist of 10 first class, 19 second class, and 16 supplementary clerks.

Sorting Branch.

The Inland and Dead-letter Offices should, as in London, be combined, and placed under one officer, to be styled the controller of the Sorting Office, and who should be assisted by four deputy controllers. The salary of the controller should be the same as that of the accountant, 450 *l.* a year, rising by 20 *l.* a year to 550 *l.*, and the salaries of the deputy controllers should commence at 280 *l.* a year, and rise annually by 10 *l.* until a maximum of 350 *l.* is reached. For the strictly clerical duties of the Sorting Office, six first class and 13 second class clerks will be sufficient; and six supplementary clerks will be required for the dead letter duties.

There will thus be 70 persons in the lower branch, which will be divided into two classes, and a supplementary class. The first class to consist of 16 clerks, who should receive salaries of 200 *l.*, rising by 10 *l.* to 300 *l.*; and the second, which will be recruited by selection from the sorters or from the supplementary class, to consist of 32 clerks with salaries rising from 125 *l.* to 180 *l.*, by an annual increment of 5 *l.* To the supplementary clerks, of whom 25, including those employed in the Secretary's office, will be necessary, I propose to pay salaries of 70 *l.*, rising by 5 *l.* a year to 120 *l.*

Sorters, Letter Carriers, &c.

Below the clerks there should be a body of sorters, letter-carriers, stampers, messengers, &c., divided into four classes and numbering 175 persons. The lowest class to begin at 18 *s.* a week, and to rise by an annual increment of 6 *d.* a week to 21 *s.*; the next class to begin at 22 *s.* and to rise by 6 *d.* to 25 *s.*; the class above them to begin at 26 *s.* and to rise by 1 *s.* to 30 *s.*; and the highest class to begin at 31 *s.* and to rise by 1 *s.* to 35 *s.* The number of persons which will be required to fill each of these classes, will be 20 for the first, 30 for the second, 55 for the third, and 70 for the fourth class.

The letter-carriers' uniform clothing should be similar to that about to be supplied to the London letter-carriers, and they should also be provided with waterproof capes.

The salary which I recommend for the inspector of letter-carriers is 125 *l.*, rising by 7 *l.* 10 *s.* to 200 *l.*; and that for the three assistants 80 *l.*, rising by 5 *l.* to 120 *l.*

Housekeeper.

The appointment of housekeeper is now vacant. Instead of filling up the place, I propose to make the labourer in trust, who lives on the premises, responsible for all the duties belonging to a housekeeper, and to call him the clerk of the building. For this duty, in which he will be assisted by his wife, I think he may be paid 10 *l.* a year in addition to his present salary of 100 *l.*, and be allowed the attendance of one of the female servants.

In connexion with the housekeeper's department, there are three labourers and one lamplighter, whose wages should be fixed at 16 *s.* a week.

Surveyors.

It has already been decided, that Ireland shall be divided into three instead of four districts; that each surveyor shall have two travelling clerks, and that there shall be one establishment of surveyors and surveyors' clerks for the United Kingdom. In considering the salaries of the Dublin establishment, I have borne in mind the remark of the Committee, that the rate of pay should be lower, "as the expenses of living in the provincial capitals are also lower." This argument will not apply to the surveyors, as none of the English surveyors reside in London, and the expense of living in Dublin, which is the head-quarters of two of the surveyors, is at least equal to that of an English country town. I propose, therefore, to pay these officers at the same rate as is paid in England, which, independently of the question of remuneration, will be more convenient, since they are to form part of one department.

Inspector of Mails.

The position of the resident inspector of mails is somewhat anomalous, as, although an officer of the Irish establishment, he is not under the control of the Secretary, but receives his orders direct from the Inspector-general of mails in London. I think this system should be altered, and that the Secretary should be responsible for all postal arrangements throughout Ireland. As I consider the appointment of one of the new class of inspectors unnecessary at present, I propose to retain the resident inspector, and, in order to distinguish him from the new inspectors, to give him the title of superintendent of mail guards. The nature of his duties will fairly entitle him to rank with the first-class clerks in the lower office, and he should therefore be paid at the same rate. When travelling, an allowance of 10 *s.* a day, with the actual cost of locomotion, will, I believe, be sufficient.

At present the Secretary is only authorised to grant leave of absence for a fortnight. There seems no necessity for referring such applications to head-quarters, and I suggest that he should grant any leave of absence which does not exceed the regular time allowed for relaxation during the year. I think also that the infliction of any punishment short of dismissal which does not interfere with the income of the officers, should be entrusted to him.

As the system of promotion, either to the higher places or from class to class, of leave of absence and of pensions to letter-carriers and others, and the mode of calculating salaries, which the Treasury have sanctioned for the London office, and other general principles, must be understood to govern the Post Office of the United Kingdom, I do not touch upon these questions. But as regards the appointment to country post-offices, I believe it would tend much to the efficiency of the Irish establishment if the Postmaster-general were to confer upon deserving officers all post-offices in Ireland, the annual value of which exceeds 150 *l.*, instead of the limit being confined to those above 175 *l.* as in England.

Besides

Besides the Receiver-general and the Accountant-general, it will be desirable to pension the Secretary's messenger, who has been 40 years in the service, and who is quite worn out.

I have, &c.
(signed) J. Tilley.

General Post Office, 14 March 1855.

RECAPITULATION of the ESTABLISHMENT.

Number.	DESCRIPTION OF APPOINTMENT.	Minimum Salary.	Increment.	Maximum Salary.
		£. s. d.	£. s. d.	£. s. d.
1	Secretary - - - - -	700 - -	50 - -	1,000 - -
1	Chief clerk - - - - -	500 - -	20 - -	600 - -
2	Clerks, first class - - - - -	300 - -	15 - -	400 - -
5	Clerks, second class - - - - -	140 - -	10 - -	280 - -
1	Accountant - - - - -	450 - -	20 - -	550 - -
1	Examiner - - - - -	300 - -	20 - -	400 - -
1	Cashier - - - - -	300 - -	20 - -	400 - -
1	Controller of the Sorting-office - - - - -	450 - -	20 - -	550 - -
4	Deputy controllers, ditto - - - - -	280 - -	10 - -	350 - -
GENERAL BODY OF CLERKS, viz. :—				
16	Clerks, first class - - - - -	200 - -	10 - -	300 - -
32	Clerks, second class - - - - -	125 - -	5 - -	180 - -
25	Supplementary class - - - - -	70 - -	5 - -	120 - -
1	Clerk of the building - - - - -	110 - -	- - -	- - -
1	Inspector of letter-carriers - - - - -	125 - -	7 10 -	200 - -
3	Assistant - ditto - - - - -	80 - -	5 - -	120 - -
1	Superintendent of mail guards - - - - -	200 - -	10 - -	300 - -
		Wages a Week.	Increment a Week Annually.	Wages a Week.
SORTERS, LETTER-CARRIERS, &c.		£. s. d.	£. s. d.	£. s. d.
20	First class - - - - -	1 11 -	- 1 -	1 15 -
30	Second class - - - - -	1 6 -	- 1 -	1 10 -
65	Third class - - - - -	1 2 -	- - 6	1 5 -
70	Fourth class - - - - -	- 18 -	- - 6	1 1 -
4	Labourers - - - - -	- 16 -	- - -	- 16 -

Enclosure No. 2, in No. 1.

REPORT upon the EDINBURGH POST OFFICE.

MY Lord,

IN conformity to your Lordship's instructions I have inquired into the establishment of the Post Office in Edinburgh, as suggested by the Treasury Committee in their Report* upon the London office.

It has been decided that the metropolitan character of the Edinburgh office should remain untouched. A separate Secretary's office must therefore be kept up; but the clerks in all the other departments may, with great advantage, be formed into one body.

The Secretary's office consists, in addition to the Secretary, of a chief clerk, two senior, four junior and two extra clerks. If efficient persons be promoted to this department, a copying machine be used, and printed forms be substituted for manuscript letters in cases in which the former are suitable, the work may readily be disposed of by eight persons.

To the chief clerk, upon whom, in the absence of the Secretary, the control of the Post Office must devolve, I propose that a salary shall be assigned of 500*l.* a year, rising by 20*l.* a year to 600*l.* The remaining clerks should be divided into two classes. The first class to consist of two clerks, and to receive salaries of 300*l.*, rising by 15*l.* a year to 400*l.*; and the second of three clerks with salaries of 140*l.*, rising by 10*l.* to 280*l.* Two copying clerks, to be selected from a corps of supplementary clerks, will be required in the Secretary's department. It is very necessary that the Secretary's office should be efficient; and in order to secure this, any of the present clerks, who are not competent for the position to which they have risen, should be removed to the lower grade of clerks, and their places filled up by properly qualified officers. As vacancies occur in the second class of the Secretary's office, they should be filled up by selection from the whole establishment.

Besides

* See Report upon the Post Office, 1854, presented to both Houses of Parliament by Command of Her Majesty.

Besides the clerks in the Secretary's office, 34 clerks only (in addition to the supplementary clerks and a body of sorters) will be required.

As the number is so small, and as they will all be engaged in duties demanding similar qualifications, it will be desirable to constitute them as a single body of clerks, so many and such individuals being employed in the different branches as may from time to time be necessary.

Account Branch.

The mode of keeping the accounts which has been adopted with success in London, will be followed in Edinburgh; but as the accounts are so much less voluminous, I propose that the Money-order Office and the Receiver-general's and Accountant's Offices should be amalgamated, and that there should be only three officers of account—an accountant, who will be the head of the whole department, an examiner, and a cashier. In the combined account branch, 6 first class, 16 second class, and 15 supplementary clerks will be required. For the accountant, I propose a salary of 450 *l.*, rising by 20 *l.* a year to 550 *l.*; and for the examiner and cashier, salaries of 300 *l.*, rising by 20 *l.* to 400 *l.*

Sorting Branch.

To the head of the combined Dead-letter and Inland Office, who should be called Controller of the Sorting Office, I propose that a salary should be allotted of 450 *l.*, rising by 20 *l.* to 550 *l.*; and to the three deputy controllers 280 *l.*, rising by 10 *l.* to 350 *l.*; and that under them six first class, six second class, and three supplementary clerks should be employed.

The inspector of letter-carriers should have a salary of 125 *l.*, rising by 7 *l.* 10 *s.* to 200 *l.*; and the salaries of the three assistants should begin at 80 *l.*, and rise by 5 *l.* a year to a maximum of 120 *l.*

In the lower office 52 clerks will be wanted; of these, I propose to divide 34 into two classes. The first class to consist of 12 clerks, with a minimum salary of 200 *l.*, rising by an annual increment of 10 *l.* to 300 *l.*; and the second of 22, whose salaries should rise from 125 *l.* by 5 *l.* to 180 *l.* The remaining 18 clerks, together with the two copying clerks of the Secretary's office, should form a class of supplementary clerks, applicable to the whole office, instead of a third class. By this arrangement there will be a wider field for selection to the higher classes; as should there be a person in the class of sorters more meritorious than any person in the supplementary class, he can be promoted to the second class. The salaries of the supplementary clerks should commence at 70 *l.*, and rise by 5 *l.* a year to 120 *l.*

Sorters, Letter Carriers, &c.

Below the clerks there should be a body of sorters, letter-carriers, and messengers, divided into four classes, and consisting of 135 persons. This will provide for the additional force of 10 letter-carriers, which will be necessary in order to accelerate the delivery of the letters throughout the city and suburbs. The lowest class of sorters to begin at 18 *s.* a week, and rise by an annual increment of 6 *d.* a week to 21 *s.* a week; the next class to begin at 22 *s.*, and to rise by 6 *d.* to 25 *s.*; the class above them to begin at 26 *s.*, and to rise by 1 *s.* a week to 30 *s.*; and the highest class to begin at 31 *s.*, and to rise by 1 *s.* to 35 *s.* The number in each class should be 15 in the first, 20 in the second, 40 in the third, and 60 in the fourth.

Those whose salaries are above the maximum assigned to the sorters, must continue to receive their present pay, and as regards any increase of it, must retain the prospects which belong to the class in which they now are; and those whose salaries are less than the maximum of the first-class sorters, should receive the annual increase until that maximum is reached, giving them the benefit of any years of service which have elapsed since their last increase.

Surveyors.

Your Lordship has already decided that the two district surveyors in Scotland shall form part of the general establishment of surveyors, as is now the case with the surveyors' clerks, and they should receive the same salaries and allowances as the surveyors in England.

I recommend that each of the surveyors should have two travelling clerks and one stationary clerk, and that a corps of five clerks in charge be appointed and attached to the Edinburgh establishment, at the same allowances and salaries as in England. This will enable the surveyor in the Southern District to dispense with one of his present travelling clerks.

Hitherto the solicitor to the Post Office in Edinburgh has been paid a salary of 100 *l.* per annum, and allowed, under certain restrictions laid down by the Treasury, to charge for all work performed by him according to the table of fees of the Court of Session. The situation is at present vacant, and I recommend that the salary should be fixed at 400 *l.* a year, with 100 *l.* a year for clerks and office expenses, there being no accommodation for an office within the building. This sum should cover all fees, including those now charged to postmasters and others on the execution of bonds.

Housekeeper.

Some inconvenience is caused by the state of the housekeeper's department. The salary attached to this place is 148 *l.* a year, which includes the wages of four female servants. The present housekeeper, who has been 37 years in the service, is quite worn out, and unable to do any work; perhaps she may be allowed a small retiring pension; if so, instead of filling up her place, I propose that a messenger or letter-carrier, who has a suitable wife, be selected as office-keeper, and be allowed 10 *l.* a year, in addition to his wages, which, with his lodging, will be an equivalent for his wife's services. He should be allowed 40 *l.* a year for two female servants. Two labourers, for the rougher work of the office, should also be appointed, at wages of 16 *s.* a week.

There

There are one or two officers, who, from age or infirmity, are no longer capable of performing their duties, and as their retirement will facilitate the carrying out of the proposed alteration, I recommend that they should be pensioned at once.

In order to save unnecessary correspondence and strengthen the hands of the Secretary in maintaining the discipline of his office, I suggest that he should be permitted to grant leave of absence, provided that, to the clerks, the leave does not exceed a month to each, and to the sorters a fortnight to each in the aggregate throughout the year, and that he should be entrusted with the power of inflicting all punishment short of dismissal or suspension from pay.

I recommend that the rules regulating appointments, promotion by merit, position in the revised establishment, substitutes, extra work, pensions to letter-carriers, &c., and the mode of carrying out the alterations of salary and dealing with any existing interests, as laid down by the Treasury for the government of the Post Office in London, should, so far as they are applicable, be strictly followed in Edinburgh.

General Post Office, 14 March 1855.

I have, &c.
(signed) J. Tilley.

RECAPITULATION of the ESTABLISHMENT.

Number.	DESCRIPTION OF APPOINTMENT.	Minimum Salary.	Increment.	Maximum Salary.
		£. s. d.	£. s. d.	£. s. d.
1	Secretary - - - - -	700 - -	50 - -	1,000 - -
1	Chief clerk - - - - -	500 - -	20 - -	600 - -
2	Clerks, first class - - - - -	300 - -	15 - -	400 - -
3	Clerks, second class - - - - -	140 - -	10 - -	280 - -
1	Solicitor - - - - -	400 - -	}	—
	Allowance for clerks and office expenses - - - - -	100 - -		
1	Accountant - - - - -	450 - -	20 - -	550 - -
1	Examiner - - - - -	300 - -	20 - -	400 - -
1	Cashier - - - - -	300 - -	20 - -	400 - -
1	Controller of the Sorting-office - - - - -	450 - -	20 - -	550 - -
3	Deputy controllers - ditto - - - - -	280 - -	10 - -	350 - -
GENERAL BODY OF CLERKS; viz.—				
12	Clerks, first class - - - - -	200 - -	10 - -	300 - -
22	Clerks, second class - - - - -	125 - -	5 - -	180 - -
20	Supplementary clerks - - - - -	70 - -	5 - -	120 - -
1	Housekeeper - - - - -	10 - -	}	—
	Annual allowance for two female servants - - - - -	40 - -		
1	Inspector of letter-carriers - - - - -	125 - -	7 10 -	200 - -
3	Assistant - ditto - - - - -	80 - -	5 - -	120 - -
		Per Week.	Per Week, Annually.	Per Week.
SORTERS, LETTER-CARRIERS, MESSENGERS, &c.:		£. s. d.	£. s. d.	£. s. d.
15	First class - - - - -	1 11 -	- 1 -	1 15 -
20	Second class - - - - -	1 6 -	- 1 -	1 10 -
40	Third class - - - - -	1 2 -	- - 6	1 5 -
60	Fourth class - - - - -	- 18 -	- - 6	1 1 -
2	Labourers - - - - -	- 16 -	—	—

No. 2.

James Wilson, Esq., M. P., to the Postmaster-General.

My Lord,
THE LORDS Commissioners of Her Majesty's Treasury having had under their consideration your Lordship's letter of the 19th ult., transmitting copies of the Reports furnished by Mr. Tilley, submitting schemes for the reconstitution of the Post-offices in Dublin and Edinburgh, in accordance with the suggestions contained in the Report of the Treasury Committee of Inquiry into the Post Office, I am directed to acquaint you that my Lords are pleased to approve of Mr. Tilley's Reports, and to authorise their adoption.

The Postmaster-General,
&c. &c. &c.

I am, &c.
(signed) James Wilson.

POST OFFICES (DUBLIN AND EDINBURGH).

COPIES of CORRESPONDENCE between the Post-master-General and the Treasury, relating to an INQUIRY into the ADMINISTRATION of the DUBLIN and EDINBURGH POST OFFICES.

(*Mr. Vance.*)

*Ordered, by The House of Commons, to be Printed,
21 February 1856.*

POSTAL, &c., COMMUNICATION WITH IRELAND.

RETURN to an Order of the Honourable The House of Commons,
dated 7 February 1856;—for,

A COPY “of the TREASURY MINUTE, made with a view to Improve the POSTAL and PASSENGER COMMUNICATION between *England* and *Ireland*, under the Act of last Session.”

Treasury Chambers, Whitehall, }
8 February 1856.

JAMES WILSON.

COPY of TREASURY MINUTE, dated 19th October 1855.

My Lords have before them a private Act, passed in the last Session of Parliament, intituled, “An Act for improving the Postal and Passenger Communication between England and Ireland, and for authorising Arrangements between certain Companies in England and Ireland in relation thereto, and for other Purposes.”

By this Act the London and North Western Railway Company, the Chester and Holyhead Railway Company, and the City of Dublin Steam Packet Company, are empowered to provide and use such steam-boats for the conveyance of mails and passengers between Holyhead and Kingstown or Howth as they shall think fit; and it is also provided by the 18th section of the said Act as follows:

“It shall be lawful for the aforesaid Companies from time to time to make and enter into and carry into effect any agreements and arrangements with Her Majesty’s Postmaster-general, or with the Lords of the Admiralty, in reference to the conveyance in their steam-boats of Her Majesty’s mails or post letter-bags between Holyhead and Kingstown or Howth: Provided always, that, until an agreement or arrangement for the purposes hereinbefore in this clause mentioned shall have been so made and entered into, none of the powers by this Act granted shall be exercised by the said Companies, and that, unless such an agreement or arrangement shall have been made and entered into on or before the first day of May, one thousand eight hundred and sixty, it shall not be lawful for the said Companies, in pursuance of this Act, to exercise any of the powers granted thereby, and such powers shall thereafter cease and have no effect.”

My Lords fully recognise the main motive which the Legislature had in passing this Act, and in extending, in the respects therein contained, the powers and functions of the three existing Companies referred to. That motive was undoubtedly the hope that, by the combination so created, a more efficient steam-boat service would be established between Holyhead and Dublin, thus connecting England and Ireland by the shortest possible passage, and in the shortest possible time, with a view to their postal and passenger communication. But, so far did the Legislature recognise in any such arrangement the paramount importance of the postal service, that the clause already quoted was introduced into the Bill, by which the powers granted under it should only take effect in the event of the united Companies being able to make an arrangement with the Postmaster-General or the Admiralty for the conveyance of the mails.

While, however, my Lords regard this as being the main object of the Act, and the one which the Government is officially called upon to take into its consideration, they by no means desire to leave out of view, in connexion therewith,

the enormous social and political advantages which may be expected to be derived from such an improved communication between the two countries as the progress of art and science entitle the public to look for. Nor can my Lords leave out of view the great advantage and convenience which such an improved service would confer upon Irish Members of Parliament whose public duties necessarily lead to their frequent passage between the two countries, and who are entitled to expect every fair facility for that purpose.

It is now nearly three months since the Act referred to was passed into a law, and, as yet, no application whatever has been made to the Government with a view to give effect to its provisions; nor since that time has the subject been brought before this Board by the united Companies in any form whatever. However, as it appears from the clause in the Act quoted above that the acceptance of some postal arrangement by the Government from the Companies will be necessary before the Act can take effect, and as none has yet been proposed, my Lords are of opinion that the main objects of the Act may be facilitated if they at once, without waiting for the action of the Companies, institute an inquiry whereby they may be satisfied as to the practicability of such an improved system as would combine the most perfect passenger communication, while it would, on postal grounds, be such an advance upon present arrangements as would justify an expenditure which would induce the Companies to establish upon the passage a communication by large and commodious steam-boats, ensuring the greatest comfort, convenience, and speed.

At present there are two postal communications between London and Dublin each way; leaving London at 5 p.m. and 8.45 p.m., and leaving Dublin at 1.30 p.m. and 7 p.m.

The mail leaving London at 5 p.m. arrives in Dublin the following morning in time for the departure of the day mails into the country and for an early delivery in Dublin, carrying from London all the letters which had arrived by the Continental and other mails in the morning, and London letters posted up to half-past 3 o'clock on the same day. The mail leaving at 8.45 p.m. arrives in Dublin after the day mails have gone, but for a second delivery in Dublin; any letters for the provinces by this mail remain in Dublin till the departure of the night mails. The letters from London conveyed by this mail are those posted up to six o'clock in the evening.

The mail leaving Dublin at 1.30 p.m. arrives in London in time for the departure of the day mails, and for an early delivery, and that leaving Dublin at 7 p.m. arrives in London at 11 a.m. for a second delivery; and letters coming by it for the Continent or other places south of London remain till the departure of the evening mails.

For the sea services in connexion with these mails the Government now pays to the City of Dublin Steam-Packet Company 25,000*l.* a year.

In the early part of the present year a communication was made to the Government by the promoters of the Bill which has been referred to, the main features of which were—

1. That they would place first-class steam-boats on the passage from Holyhead to Kingstown, which would enable the whole distance from London to Dublin to be performed in about 12 hours.

2. They proposed that the two postal services between London and Dublin should be combined with two express trains, leaving each end night and morning.

3. That for the sea service alone a sum of 70,000*l.* a year should be paid.

In examining this proposal, my Lords had no choice but at once to reject it, because while the proposed expense was so much greater, the postal convenience which it would have afforded would have been much less than at present. According to the time which it was proposed to occupy, the mail leaving London at the proposed hour of the morning would not have arrived in Dublin in time either for a delivery there the same night, or for transmission to the provinces by the night mails. The letters must therefore have lain in Dublin all night, and would have been in the same position only on the following morning as the mail which now leaves London at 5 p.m., with this great difference, that the 5 p.m. mail at present carries London letters posted up to 3 o'clock the same day, which letters under the proposed plan would have left by the evening mail, and arriving in
Dublin

Dublin too late for the day mail into the provinces, would thus be thrown into the evening mail, and have reached their destination only the second day. The effect upon the North of England letters of that change would have been even more inconvenient. Thus for a most inferior postal arrangement the Government was called upon to pay 70,000 *l.* a year for the sea-postage only, in place of 25,000 *l.*, paid now under a contract which lasts until May 1860.

In connexion with the question of the time in which the passage from London to Dublin can be accomplished, my Lords refer to the mass of valuable evidence taken before the Committee of the House of Commons, which sat in 1853, on "Communication between London and Dublin," and to the Report of that Committee. Witnesses of the greatest practical ability and knowledge examined before that Committee, and Captain Huish, on behalf of the North Western Railway Company, among others, showed that the service from London to Dublin, and *vice versa*, could be performed in somewhat less time than 11 hours; and the Committee in its Report adopt that time as being practicable. They say—

"Your Committee are of opinion that this time may be easily reduced to about 11 hours. To effect this, the speed on the railway must be accelerated by diminishing the length and number of stoppages, and a class of vessels superior to those at present employed provided."

In taking a review of the whole question as it now stands, it appears to my Lords that, in order to justify such a public expenditure as would insure the quickest possible communication twice a day, it is imperative that some great advantage in postal arrangements over those at present in use shall be gained, and that security shall be taken in any contract to be made for such a revision from time to time of the service as shall keep it up to the highest point of perfection which any improvements hereafter to be made may render practicable; and that the public interests shall not be made merely subservient to the advantages of shareholders in the Companies referred to, under the plea that they are promoting the convenience of passengers.

It appears, therefore, to my Lords, with the information before them, that no arrangement should be made that does not insure the journey being made all the way from London to Dublin in a maximum time of 11 hours; and starting from this as the basis of the plan, their Lordships are of opinion that, if arrangements can be made which shall secure the advantages hereinafter described, they will be justified in giving up the existing contract with the City of Dublin Company, and incurring a considerably increased expenditure for a new contract with the United Companies under the Act referred to.

Assuming that the time occupied between London and Dublin (station to station) shall not exceed 11 hours, and assuming that accommodation shall be provided on board the steam-packets for the assortment of letters, and that the post-office vans in Dublin shall meet the trains on their arrival, and at once convey the letter-bags for the provinces to the different stations of departures, my Lords desire to know if it would be practicable—

1. For a mail leaving London at a convenient hour in the morning to arrive in Dublin in time for the departure of the evening mails, and also for a delivery in Dublin the same night.

2. For a mail leaving London in the evening at the usual time of departure to arrive in Dublin in time for the day mails from Dublin, and for a convenient morning delivery in Dublin.

3. For a mail to leave Dublin in the morning at a convenient hour after the arrival of the night mails from the provinces in time to reach London for the departure of the evening mails, and for a late delivery that night.

4. For a mail to leave Dublin in the evening, after business hours, and to arrive in London in time for an early delivery, and for the day mails out of London.

If such arrangements shall prove to be practicable, then my Lords would be prepared to incur a considerable increased expenditure in order to secure them.

In that case, in the majority of instances, the Irish postal service both ways would be advanced by periods varying from six to twelve hours, and in many cases,

cases, practically for business purposes, 24 hours would be saved in replies, besides which the most perfect passenger accommodation would be secured. A mail would leave from each end at convenient hours, morning and evening, and, occupying only 11 hours, would arrive also at convenient times, and such as would enable passengers to pursue their journey forward without stoppage. For example, letters and passengers leaving London in the morning would arrive in time for the night trains out of Dublin, and by midnight of the same day, or shortly after, would reach all the chief cities in the provinces; and letters and passengers leaving London in the evening, would reach Dublin in time for the departure of the morning trains out of Dublin, and would arrive at all the chief cities in the provinces a little after noon on the following day; so also, letters and passengers leaving Dublin in the morning would arrive in London in time for the Continental and other mail trains the same night, and those leaving Dublin in the evening would arrive in London in time for the departures of the mail day trains. For some great and decisive advantages, such as these, to be enjoyed by the public, would my Lords feel that they were justified in incurring a material increase on the present expenditure of public money.

Refer this Minute to the Postmaster-general for a report as to the practicability of the plans herein sketched out, on the assumption that the maximum time to be occupied in the journey shall be eleven hours, and that arrangements are made for sorting letters on board; and also to the Chief Secretary for Ireland, for the information of the Lord Lieutenant, and for any remarks which the Irish Government may have to make thereon.

POSTAL, &c., COMMUNICATION WITH
IRELAND.

COPY of the TREASURY MINUTE, made with a view to Improve the POSTAL and PASSENGER COMMUNICATION between *England and Ireland*, under the Act of last Session.

(*Mr. Vincent Scully.*)

Ordered, by The House of Commons, to be Printed,
11 February 1856.

27.

Under 1 oz.

WATERFORD POST OFFICE.

RETURN to an Order of the Honourable The House of Commons,
dated 21 May 1856 ;--for,

A RETURN "of the Number of LETTERS delivered by the *Waterford* Post Office, according to the Weekly Account in each Month, in the Years 1854 and 1855."

General Post Office, }
6 June 1856.

ROWLAND HILL,
Secretary.

RETURN of the Number of LETTERS delivered by the *Waterford* Post Office, according to the Weekly Account in each Month, in the Years 1854 and 1855.

		1854.	1855.
Week ending - -	21 January - -	10,431	11,536
	21 February - -	11,387	11,429
	21 March - -	11,313	11,834
	21 April - -	10,361	11,166
	21 May - -	10,655	12,173
	21 June - -	10,889	11,839
	21 July - -	11,569	12,997
	21 August - -	11,657	13,982
	21 September -	12,591	13,107
	21 October - -	12,130	14,538
	21 November -	12,280	13,372
	21 December -	11,991	13,403

Note.—Previously to September 1855, a few book packets were counted with the letters.

General Post Office, Dublin, }
22 May 1856.

G. C. Cornwall.

WATERFORD POST OFFICE.

RETURN of the Number of LETTERS Delivered
from the *Waterford* Post Office, according to
the Weekly Account in each Month, in the
Years 1854 and 1855.

(*Mr. Meagher.*)

Ordered, by The House of Commons, to be Printed,
13 June 1856.

SHIPPING.

RETURN to an Order of the Honourable The House of Commons,
dated 25 February 1856;—for,

RETURN “ of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain* and *Ireland*, including the *Isle of Man* and the *Channel Islands*; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1855:”

“ Similar RETURN of STEAM VESSELS and their TONNAGE:”

“ RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coastwise, at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1854 and the 31st day of December 1855:”

“ Like RETURN from and to the COLONIES; further distinguishing British from Foreign Vessels; also, from and to FOREIGN PORTS; also distinguishing British from Foreign Vessels:”

Aggregate RETURN of the NUMBER and TONNAGE of VESSELS entered and cleared at each of the Ports of *Great Britain* and *Ireland*, *Isle of Man*, and *Channel Islands* (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1855, distinguishing British from Foreign Vessels:” (This Return is now rendered for the first time).

“ RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of the Colonies of the United Kingdom respectively; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1855:”

“ Similar RETURN of STEAM VESSELS and their Tonnage:”

“ RETURNS of the NUMBER of VESSELS, with their TONNAGE (distinguishing Steam from Sailing Vessels), that were Built and Registered, distinguishing Timber from Iron Vessels; also a similar RETURN of VESSELS Sold and Transferred; also a similar RETURN of VESSELS Wrecked; also a similar RETURN of VESSELS Broken up, in the Year 1855:”

“ Of the NUMBER of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1855; distinguishing the Number and Tonnage of each Colony respectively:”

“ Similar RETURN of the NUMBER of FOREIGN-BUILT VESSELS and their TONNAGE:”

“ And RETURN of the SHIPPING Employed in the Trade of the United Kingdom, exhibiting the NUMBER and TONNAGE of VESSELS that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1855 (in continuation of Parliamentary Paper, No. 197, of Session 1855).”

(Mr. Ingham.)

Ordered, by The House of Commons, to be Printed,
29 April 1856.

RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the Ports of *Great Britain and Ireland*, including the *Isle of Man* and the *Channel Islands*; distinguishing those under and those above Fifty Tons Register, on the 31st day of December 1855:—Also, a Similar RETURN of STEAM VESSELS and their Tonnage.

	SAILING VESSELS.				STEAM VESSELS.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND:								
Aberystwith	119	4,048	150	14,927	—	—	—	—
Arundel	43	1,119	47	6,802	—	—	—	—
Barnstaple	43	1,471	26	2,667	—	—	—	—
Beaumaris	129	3,951	120	14,874	—	—	—	—
Berwick	24	826	25	2,565	—	—	—	—
Bideford	60	1,929	72	8,838	—	—	1	74
Boston	100	3,751	47	3,133	1	18	—	—
Bridgwater	65	223	63	14,801	2	21	—	—
Bridport	1	25	14	1,679	—	—	—	—
Bristol	168	5,050	41	69,577	12	300	17	4,176
Caernarvon	176	5,825	230	22,471	1	11	1	88
Cardiff	20	592	44	11,516	7	179	2	187
Cardigan	126	3,810	81	7,816	—	—	—	—
Carlisle	12	374	15	1,324	1	38	—	—
Chepstow	39	1,077	13	1,061	1	17	2	168
Chester	54	1,989	61	4,558	4	118	8	1,732
Colchester	189	3,685	79	9,524	1	23	—	—
Cowes	121	3,058	41	4,138	—	—	—	—
Dartmouth	152	4,328	234	28,344	1	19	—	—
Deal	21	355	—	—	—	—	—	—
Dover	35	990	22	2,728	—	—	1	54
Exeter	33	874	149	22,243	—	—	—	—
Falmouth	37	1,097	76	8,933	1	14	—	—
Faversham	205	4,992	95	11,758	1	9	—	—
Fleetwood	23	703	27	4,487	1	26	1	303
Folkestone	9	109	10	1,514	—	—	—	—
Fowey	40	1,456	105	11,160	—	—	1	53
Gainsborough	8	349	2	171	1	49	4	307
Gloucester	263	7,441	73	13,116	1	34	—	—
Goole	186	7,938	285	22,459	3	39	8	1,654
Grimsby	80	1,294	17	3,185	5	81	5	1,801
Hartlepool	2	30	172	36,753	2	52	5	1,849
Harwich	63	1,937	49	4,766	—	—	—	—
Hull	244	8,740	171	39,524	11	258	41	11,653
Ipswich	46	1,373	118	12,444	4	184	1	94
Lancaster	30	1,104	58	7,892	2	41	7	1,107
Liverpool	233	8,052	1,884	841,657	27	1,015	138	48,002
Llanelly	40	1,103	41	3,915	2	36	—	—
Lowestoft	65	1,533	36	2,820	3	50	4	1,247
Lyme	9	252	13	1,418	—	—	—	—
Lynn	56	1,832	110	16,253	2	26	1	256
Maldon	96	2,933	44	5,371	—	—	—	—
Maryport	15	401	87	15,520	3	66	2	440
Milford	74	1,996	73	9,591	—	—	—	—
Newcastle	108	2,961	466	126,937	73	1,221	24	7,687
Newhaven	10	211	16	2,772	—	—	—	—
Newport	20	773	61	13,566	2	55	1	52
Padstow	70	2,663	62	8,990	—	—	—	—
Penzance	20	555	56	6,186	—	—	—	—
Plymouth	227	6,671	189	34,948	5	134	2	266
Poole	31	815	78	13,909	1	22	—	—
Portsmouth	158	4,065	73	7,917	4	121	3	180
Preston	74	2,909	29	2,530	4	98	4	815
Ramsgate	69	1,781	37	3,747	1	10	—	—
Rochester	346	10,990	58	7,375	5	202	1	62
Rye	75	1,700	51	5,500	1	21	—	—
Saint Ives	58	1,281	108	12,123	—	—	3	584
Scarborough	60	1,831	124	30,098	—	—	1	60
Scilly	16	422	42	6,178	—	—	—	—
Shields	21	660	358	237,838	95	1,878	10	968
Shoreham	45	863	74	12,998	1	12	—	—
Southampton	137	3,606	104	14,036	9	311	21	4,617
Stockton	14	394	129	27,441	21	462	2	278
Sunderland	91	2,760	851	226,230	43	752	7	3,582
Swansea	56	1,717	91	13,850	5	122	4	375
Teignmouth	5	121	41	6,025	1	19	—	—
Truro	11	364	50	5,920	—	—	—	—

	SAILING VESSELS.				STEAM VESSELS.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
ENGLAND—contd.								
Wells - - -	100	2,158	78	7,237	2	30	—	—
Weymouth - - -	21	689	55	6,753	2	63	1	61
Whitby - - -	49	1,663	337	61,390	4	107	—	—
Whitehaven - - -	9	214	159	26,508	1	37	2	637
Wisbeach - - -	16	612	74	11,446	1	18	2	875
Woodbridge - - -	29	988	34	2,427	—	—	—	—
Workington - - -	8	88	91	18,434	1	18	—	—
Yarmouth - - -	292	8,485	262	28,986	7	75	2	341
London - - -	617	21,303	1,870	663,899	132	4,327	405	163,406
TOTAL, ENGLAND -	6,412	192,427	11,928	2,984,487	521	12,539	745	260,091
SCOTLAND:								
Aberdeen - - -	11	372	207	51,946	1	41	11	4,415
Ayr - - -	14	439	24	4,450	—	—	1	70
Alloa - - -	27	883	42	11,714	1	25	4	302
Arbroath - - -	16	704	82	12,190	—	—	1	57
Banff - - -	48	1,429	96	12,179	—	—	—	—
Borrowstoness - - -	21	619	37	4,612	—	—	—	—
Campbeltown - - -	38	1,247	1	681	—	—	2	259
Dumfries - - -	67	2,093	58	12,011	—	—	—	—
Dundee - - -	24	864	266	58,585	1	33	6	1,385
Glasgow - - -	96	2,978	354	154,815	8	281	124	45,581
Grangemouth - - -	8	309	36	7,606	4	81	4	1,000
Greenock - - -	196	5,678	172	65,756	10	190	15	5,285
Inverness - - -	154	3,651	87	7,276	1	19	2	535
Irvine - - -	43	1,295	70	16,908	1	40	3	476
Kirkcaldy - - -	56	1,780	40	6,786	1	18	1	62
Kirkwall - - -	23	679	27	2,343	—	—	—	—
Leith - - -	71	2,218	80	17,058	14	289	23	6,654
Lerwick - - -	48	1,085	6	496	—	—	—	—
Montrose - - -	8	348	86	14,706	—	—	—	—
Perth - - -	7	211	43	8,726	1	19	4	674
Peterhead - - -	6	215	51	11,237	—	—	—	—
Port Glasgow - - -	35	1,327	14	8,122	1	14	11	1,787
Stornoway - - -	38	989	12	1,245	—	—	—	—
Stranraer - - -	25	758	8	760	—	—	—	—
Wick - - -	22	628	20	1,814	—	—	—	—
Wigtown - - -	38	1,322	15	1,342	—	—	1	316
TOTAL, SCOTLAND -	1,135	34,021	1,934	479,364	44	1,050	213	68,858
IRELAND:								
Ballina - - -	2	36	—	—	—	—	—	—
Belfast - - -	158	5,481	302	71,783	3	94	18	4,786
Coleraine - - -	11	271	—	—	—	—	—	—
Cork - - -	170	3,994	197	37,549	9	285	17	5,195
Drogheda - - -	3	114	42	4,261	—	—	5	1,787
Dublin - - -	302	8,927	136	20,729	6	151	42	11,717
Dundalk - - -	5	163	19	1,466	1	24	3	1,249
Galway - - -	9	246	7	1,258	—	—	—	—
Limerick - - -	51	1,530	30	8,114	—	—	7	2,446
Londonderry - - -	7	196	15	4,549	1	49	5	1,795
Newry - - -	71	2,204	41	4,546	—	—	2	265
Ross - - -	2	69	12	4,207	—	—	—	—
Skibbereen - - -	88	2,138	2	102	—	—	—	—
Sligo - - -	11	322	24	4,238	2	78	—	—
Strangford - - -	27	894	27	3,401	—	—	—	—
Tralee - - -	11	285	2	515	—	—	—	—
Waterford - - -	60	1,533	97	14,123	—	—	20	6,261
Westport - - -	5	139	1	90	—	—	—	—
Wexford - - -	28	977	67	7,130	—	—	—	—
TOTAL, IRELAND -	1,021	29,519	1,021	188,070	22	681	119	35,501
ISLE OF MAN - - -	300	7,151	38	3,108	—	—	6	1,357
CHANNEL ISLANDS - - -	203	5,506	282	45,046	1	21	3	237

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856.

J. H. Brown,
Registrar-General.

A RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared Coastwise at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing British from Foreign Vessels, and Steam from Sailing Vessels, between the 31st day of December 1854 and the 31st day of December 1855.

SAILING VESSELS.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith - - -	674	24,284	-	-	284	11,400	-	-
Arundel - - -	314	25,982	-	-	209	11,946	-	-
Barnstaple - - -	928	33,669	-	-	225	7,969	-	-
Beaumaris - - -	1,544	75,009	-	-	393	17,459	-	-
Berwick - - -	283	16,312	-	-	160	9,858	-	-
Bideford - - -	754	29,831	-	-	266	11,665	-	-
Boston - - -	716	34,426	-	-	217	10,945	-	-
Bridgwater - - -	2,766	122,572	-	-	1,211	50,545	1	112
Bridport - - -	186	12,757	-	-	82	3,488	-	-
Bristol - - -	3,841	168,829	2	186	2,448	97,270	1	79
Caernarvon - - -	1,488	58,873	-	-	352	12,628	-	-
Cardiff - - -	1,216	64,333	4	1,113	5,101	358,741	-	-
Cardigan - - -	570	14,336	-	-	46	1,407	-	-
Carlisle - - -	73	3,559	-	-	285	12,497	-	-
Chepstow - - -	616	18,128	-	-	236	13,124	-	-
Chester - - -	903	46,080	-	-	1,861	87,718	-	-
Colchester - - -	630	43,481	-	-	279	12,520	-	-
Cowes - - -	1,187	45,097	-	-	457	10,442	-	-
Dartmouth - - -	692	36,796	-	-	285	10,066	-	-
Deal - - -	66	4,913	-	-	-	-	-	-
Dover - - -	325	28,913	-	-	102	5,087	-	-
Exeter - - -	654	63,552	1	42	187	9,930	-	-
Falmouth - - -	619	34,453	-	-	205	9,749	1	150
Faversham - - -	1,403	103,900	-	-	1,406	45,189	-	-
Fleetwood - - -	521	34,830	-	-	475	26,367	-	-
Folkestone - - -	250	27,391	-	-	1	47	-	-
Fowey - - -	1,066	62,102	-	-	622	39,753	-	-
Gainsborough - - -	173	8,335	-	-	240	11,975	1	194
Gloucester - - -	1,372	59,113	1	39	3,076	113,570	3	541
Goole - - -	1,682	96,754	-	-	1,816	100,008	3	314
Grimsby - - -	244	17,152	2	132	194	17,820	29	5,164
Hartlepool - - -	313	23,903	8	626	5,614	737,332	4	253
Harwich - - -	374	30,135	-	-	325	18,712	-	-
Hull - - -	648	43,503	1	550	949	80,747	116	18,913
Ipswich - - -	1,168	84,083	-	-	787	38,005	1	74
Lancaster - - -	1,473	77,982	-	-	540	29,921	-	-
Liverpool - - -	5,587	419,044	45	12,835	6,139	395,436	6	1,374
Llanelly - - -	1,650	83,026	-	-	2,981	198,886	-	-
Lowestoft - - -	994	80,454	-	-	232	12,035	-	-
Lyme - - -	99	5,953	-	-	55	2,142	-	-
Lynn - - -	1,259	109,815	1	83	391	22,690	6	410
Maldon - - -	1,069	65,031	-	-	1,027	43,264	-	-
Maryport - - -	140	6,260	-	-	2,508	191,546	-	-
Milford - - -	693	24,986	-	-	1,110	38,839	-	-
Newcastle - - -	1,826	157,488	76	10,620	10,121	1,380,381	2	178
Newhaven - - -	211	26,722	-	-	50	5,720	-	-
Newport - - -	1,516	83,633	13	2,024	6,779	406,039	-	-
Padstow - - -	751	32,971	-	-	253	12,611	-	-
Penzance - - -	681	42,996	-	-	212	13,715	-	-
Plymouth - - -	2,848	206,925	-	-	1,379	85,098	-	-
Poole - - -	553	43,682	-	-	481	19,438	1	199
Portsmouth - - -	1,455	131,169	-	-	934	32,474	-	-
Preston - - -	342	19,023	-	-	504	25,406	-	-
Ramsgate - - -	478	39,836	-	-	142	10,228	1	74
Rochester - - -	2,236	193,514	-	-	767	28,625	1	140
Rye - - -	446	35,861	-	-	153	9,667	1	46
Saint Ives - - -	1,699	110,469	-	-	1,154	74,061	1	93
Scarborough - - -	246	12,890	-	-	30	1,530	-	-
Seilly - - -	113	4,862	-	-	45	1,344	-	-
Shields - - -	395	42,946	46	12,407	1,209	122,458	-	-
Shoreham - - -	488	64,511	-	-	76	5,420	-	-
Southampton - - -	1,568	154,234	1	78	999	54,556	1	42
Stockton - - -	376	31,281	2	216	1,520	135,774	-	-

STEAM VESSELS.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND :								
Aberystwith	17	1,904	-	-	4	478	-	-
Arundel	-	-	-	-	-	-	-	-
Barnstaple	164	19,109	-	-	84	10,975	-	-
Beaumaris	702	207,082	-	-	639	191,090	-	-
Berwick	-	-	-	-	-	-	-	-
Bideford	101	9,862	-	-	101	9,862	-	-
Boston	-	-	-	-	-	-	-	-
Bridgwater	1	114	-	-	-	-	-	-
Bridport	-	-	-	-	-	-	-	-
Bristol	1,367	231,572	-	-	1,520	242,642	-	-
Caernarvon	70	14,046	-	-	13	1,748	-	-
Cardiff	533	52,733	-	-	561	57,040	-	-
Cardigan	-	-	-	-	-	-	-	-
Carlisle	-	-	-	-	7	476	-	-
Chepstow	-	-	-	-	-	-	-	-
Chester	16	1,360	-	-	-	-	-	-
Colchester	-	-	-	-	-	-	-	-
Cowes	-	-	-	-	-	-	-	-
Dartmouth	-	-	-	-	-	-	-	-
Deal	-	-	-	-	-	-	-	-
Dover	-	-	-	-	-	-	-	-
Exeter	-	-	-	-	-	-	-	-
Falmouth	155	33,627	-	-	77	7,161	-	-
Faversham	-	-	-	-	-	-	-	-
Fleetwood	628	117,639	-	-	615	115,957	-	-
Folkestone	-	-	-	-	-	-	-	-
Fowey	45	2,340	-	-	7	364	-	-
Gainsborough	-	-	-	-	-	-	-	-
Gloucester	-	-	-	-	-	-	-	-
Goole	10	1,663	-	-	41	6,219	4	575
Grimsby	32	8,662	-	-	5	1,504	-	-
Hartlepool	7	115	-	-	62	26,042	-	-
Harwich	-	-	-	-	-	-	-	-
Hull	464	82,092	4	579	478	84,873	4	579
Ipswich	-	-	-	-	-	-	-	-
Lancaster	246	49,461	-	-	240	48,554	-	-
Liverpool	2,802	904,227	-	-	2,887	880,755	-	-
Llanelly	65	11,019	-	-	64	10,804	-	-
Lowestoft	6	1,575	-	-	2	750	-	-
Lyne	-	-	-	-	-	-	-	-
Lynn	49	5,433	-	-	49	5,433	-	-
Maldon	-	-	-	-	-	-	-	-
Maryport	123	30,808	-	-	136	36,055	-	-
Milford	109	28,826	-	-	5	1,619	-	-
Newcastle	433	91,026	-	-	556	118,123	-	-
Newhaven	1	68	-	-	-	-	-	-
Newport	447	34,390	-	-	271	17,301	-	-
Padstow	49	6,370	-	-	-	-	-	-
Penzance	2	413	-	-	1	24	-	-
Plymouth	472	155,057	-	-	481	133,928	-	-
Poole	-	-	-	-	-	-	-	-
Portsmouth	27	7,247	-	-	86	24,776	-	-
Preston	16	4,052	-	-	6	1,153	-	-
Ramsgate	-	-	-	-	-	-	-	-
Rochester	22	1,906	-	-	-	-	-	-
Rye	-	-	-	-	-	-	-	-
St. Ives	130	29,700	-	-	182	36,498	-	-
Scarborough	-	-	-	-	1	28	-	-
Seilly	-	-	-	-	-	-	-	-
Shields	3	54	-	-	19	1,678	1	550
Shoreham	-	-	-	-	-	-	-	-
Southampton	116	32,419	-	-	123	15,696	-	-
Stockton	43	9,208	-	-	47	9,503	-	-
Sunderland	4	59	-	-	67	16,040	-	-
Swansea	265	38,819	-	-	250	40,361	-	-
Teignmouth	67	11,524	-	-	46	7,912	-	-
Truro	5	623	-	-	7	873	-	-

STEAM VESSELS—continued.								
ENGLAND—contd.	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Wells - - -	—	—	—	—	—	—	—	—
Weymouth - - -	—	—	—	—	—	—	—	—
Whitby - - -	—	—	—	—	—	—	—	—
Whitehaven - - -	289	60,356	-	-	301	62,911	—	—
Wisbeach - - -	—	—	—	—	—	—	—	—
Woodbridge - - -	—	—	—	—	—	—	—	—
Workington - - -	—	—	—	—	—	—	—	—
Yarmouth - - -	187	28,628	4	575	188	28,773	4	575
London - - -	1,207	411,444	1	105	1,214	365,205	—	—
TOTAL, ENGLAND -	11,587	2,738,632	9	1,259	11,443	2,621,184	13	2,279
SCOTLAND:								
Aberdeen - - -	295	90,388	-	-	393	121,670	—	—
Ayr - - -	240	18,980	-	-	267	22,262	—	—
Alloa - - -	—	—	—	—	—	—	—	—
Arbroath - - -	16	912	-	-	16	912	—	—
Banff - - -	—	—	—	—	—	—	—	—
Borrowstoness - - -	—	—	—	—	—	—	—	—
Campbeltown - - -	496	64,021	-	-	402	47,066	—	—
Dumfries - - -	54	14,598	-	-	47	13,870	—	—
Dundee - - -	100	27,212	-	-	100	27,215	—	—
Glasgow - - -	1,548	373,698	-	-	1,553	378,455	—	—
Grangemouth - - -	84	20,920	-	-	82	20,360	—	—
Greenock - - -	39	10,394	-	-	19	4,928	—	—
Inverness - - -	384	55,348	-	-	385	52,394	—	—
Irvine - - -	132	26,467	-	-	163	29,144	—	—
Kirkcaldy - - -	—	—	—	—	—	—	—	—
Kirkwall - - -	50	15,538	-	-	50	15,496	—	—
Leith - - -	464	159,265	-	-	484	168,163	—	—
Lerwick - - -	28	8,960	-	-	28	8,960	—	—
Montrose - - -	—	—	—	—	—	—	—	—
Perth - - -	17	4,961	—	—	—	—	—	—
Peterhead - - -	22	3,366	-	-	22	3,366	—	—
Port Glasgow - - -	—	—	-	-	1	1,045	—	—
Stornoway - - -	85	16,961	-	-	87	17,102	—	—
Stranraer - - -	236	25,469	-	-	237	25,586	—	—
Wick - - -	162	35,538	-	-	159	34,514	—	—
Wigtown - - -	79	19,174	-	-	78	19,353	—	—
TOTAL, SCOTLAND -	4,531	992,170	-	-	4,573	1,011,861	—	—
IRELAND:								
Ballina - - -	5	335	-	-	3	198	—	—
Belfast - - -	1,531	433,770	-	-	1,479	426,567	—	—
Coleraine - - -	64	17,072	-	-	16	3,459	—	—
Cork - - -	268	101,418	-	-	253	97,336	—	—
Drogheda - - -	220	84,390	-	-	320	109,278	—	—
Dublin - - -	1,499	427,243	-	-	1,625	482,493	—	—
Dundalk - - -	148	62,560	-	-	153	64,578	—	—
Galway - - -	—	—	—	—	—	—	—	—
Limerick - - -	45	10,496	-	-	46	11,031	—	—
Londonderry - - -	468	146,835	-	-	468	147,095	—	—
Newry - - -	175	31,456	-	-	182	33,718	—	—
Ross - - -	314	26,376	-	-	314	26,376	—	—
Skibbereen - - -	—	—	—	—	—	—	—	—
Sligo - - -	80	23,363	-	-	84	23,321	—	—
Strangford - - -	—	—	—	—	—	—	—	—
Tralee - - -	—	—	—	—	—	—	—	—
Waterford - - -	239	67,161	-	-	235	68,822	—	—
Westport - - -	3	384	-	-	4	512	—	—
Wexford - - -	55	11,770	-	-	53	11,556	—	—
TOTAL, IRELAND -	5,106	1,455,229	-	-	5,235	1,506,340	—	—
ISLE OF MAN - - -	239	50,743	-	-	235	46,439	—	—
CHANNEL ISLANDS -	Nil.	—	—	—	Nil.	—	—	—

A RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to the COLONIES, at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, between the 31st day of December 1854 and the 31st day of December 1855; further distinguishing British from Foreign Vessels.

ENGLAND:	SAILING VESSELS.							
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Aberystwith - - - - -	7	1,497	-	-	2	484	-	-
Arundel - - - - -	2	350	-	-	-	-	-	-
Barnstaple - - - - -	-	-	-	-	-	-	-	-
Beaumaris - - - - -	13	5,453	-	-	4	146	-	-
Berwick - - - - -	4	1,129	-	-	-	-	-	-
Bideford - - - - -	9	2,717	-	-	2	886	-	-
Boston - - - - -	1	26	-	-	-	-	-	-
Bridgwater - - - - -	15	4,892	1	270	5	153	-	-
Bridport - - - - -	34	1,201	-	-	30	1,040	-	-
Bristol - - - - -	125	44,600	16	8,809	77	23,127	3	958
Caernarvon - - - - -	12	2,380	1	107	9	963	-	-
Cardiff - - - - -	135	31,282	38	9,974	337	90,645	170	60,470
Cardigan - - - - -	3	618	-	-	-	-	-	-
Carlisle - - - - -	3	845	-	-	1	296	-	-
Chepstow - - - - -	-	-	-	-	-	-	-	-
Chester - - - - -	-	-	-	-	-	-	-	-
Colchester - - - - -	-	-	-	-	1	34	-	-
Cowes - - - - -	31	1,591	-	-	24	1,035	-	-
Dartmouth - - - - -	63	2,999	-	-	60	3,064	-	-
Deal - - - - -	-	-	-	-	-	-	-	-
Dover - - - - -	7	868	-	-	-	-	-	-
Exeter - - - - -	72	2,396	-	-	16	1,348	1	239
Falmouth - - - - -	14	1,467	-	-	32	2,720	-	-
Faversham - - - - -	3	144	-	-	-	-	-	-
Fleetwood - - - - -	8	5,483	-	-	5	3,223	-	-
Folkestone - - - - -	-	-	-	-	-	-	-	-
Fowey - - - - -	35	4,831	-	-	14	3,373	-	-
Gainsborough - - - - -	-	-	-	-	-	-	-	-
Gloucester - - - - -	22	10,017	13	5,609	12	896	-	-
Goole - - - - -	1	65	-	-	1	144	-	-
Grimsby - - - - -	-	-	2	838	1	139	1	305
Hartlepool - - - - -	19	3,509	6	782	74	17,652	21	8,012
Harwich - - - - -	2	92	1	51	3	107	-	-
Hull - - - - -	31	12,300	12	5,672	44	14,706	9	2,233
Ipswich - - - - -	1	224	-	-	-	-	-	-
Lancaster - - - - -	7	2,509	-	-	5	2,053	-	-
Liverpool - - - - -	745	450,361	118	110,418	895	503,295	120	97,255
Llanelly - - - - -	31	2,413	-	-	29	1,526	2	288
Lowestoft - - - - -	-	-	-	-	-	-	1	315
Lyme - - - - -	77	2,702	-	-	60	2,253	-	-
Lynn - - - - -	-	-	-	-	1	225	-	-
Maldon - - - - -	-	-	-	-	-	-	-	-
Maryport - - - - -	8	1,692	-	-	6	1,464	-	-
Milford - - - - -	14	3,717	4	1,528	7	2,556	2	727
Newcastle - - - - -	64	13,076	14	2,366	270	56,271	56	18,938
Newhaven - - - - -	60	2,585	1	70	58	2,348	-	-
Newport - - - - -	41	8,659	7	2,617	107	33,049	47	27,643
Padstow - - - - -	6	1,023	-	-	-	-	-	-
Penzance - - - - -	5	232	-	-	15	986	-	-
Plymouth - - - - -	174	22,506	4	1,968	191	27,076	1	674
Poole - - - - -	47	3,544	-	-	79	7,256	-	-
Portsmouth - - - - -	55	9,650	2	918	24	4,938	-	-
Preston - - - - -	-	-	-	-	-	-	-	-
Ramsgate - - - - -	-	-	-	-	-	-	-	-
Rochester - - - - -	17	5,783	1	516	3	1,682	-	-
Rye - - - - -	-	-	-	-	1	31	-	-
Saint Ives - - - - -	4	578	-	-	2	220	-	-
Scarborough - - - - -	-	-	-	-	-	-	-	-
Scilly - - - - -	1	88	-	-	-	-	-	-
Shields - - - - -	39	13,226	2	985	26	10,430	4	1,893
Shoreham - - - - -	1	55	-	-	1	228	-	-
Southampton - - - - -	69	7,017	1	129	77	8,192	-	-
Stockton - - - - -	14	3,404	5	1,305	5	566	1	166
Sunderland - - - - -	112	26,517	14	3,723	162	36,528	2	773
Swansea - - - - -	87	13,106	5	887	187	30,765	26	7,740
Teignmouth - - - - -	48	2,284	-	-	35	1,747	-	-
Truro - - - - -	7	3,112	-	-	4	1,851	-	-
Wells - - - - -	-	-	-	-	-	-	-	-
Weymouth - - - - -	40	2,185	-	-	21	1,485	-	-
Whitby - - - - -	1	176	-	-	-	-	-	-
Whitehaven - - - - -	17	3,549	-	-	15	3,391	-	-
Wisbeach - - - - -	2	588	-	-	-	-	-	-
Woodbridge - - - - -	-	-	-	-	-	-	-	-
Workington - - - - -	7	1,759	-	-	5	1,118	-	-
Yarmouth - - - - -	4	949	1	327	1	46	-	-
London - - - - -	1,704	571,271	165	108,016	1,094	517,985	80	58,812
TOTAL, ENGLAND - - -	4,180	1,323,892	434	267,835	4,140	1,427,742	547	287,441

SAILING VESSELS—continued.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
SCOTLAND:								
Aberdeen	13	4,851	-	-	15	5,841	-	-
Ayr	5	1,309	-	-	1	252	-	-
Alloa	-	-	-	-	6	2,547	-	-
Arbroath	1	262	-	-	-	-	-	-
Banff	1	38	-	-	-	-	-	-
Borrowstoness	-	-	-	-	7	1,059	1	204
Campbeltown	-	-	-	-	-	-	-	-
Dumfries	17	3,728	-	-	8	1,917	-	-
Dundee	20	7,338	-	-	31	8,680	1	125
Glasgow	75	21,817	1	157	236	98,032	2	1,364
Grangemouth	5	2,015	-	-	5	1,676	1	284
Greenock	169	70,927	2	698	94	36,683	1	538
Inverness	3	549	-	-	1	183	-	-
Irvine	16	6,094	-	-	50	18,510	1	224
Kirkcaldy	-	-	-	-	-	-	-	-
Kirkwall	1	177	-	-	1	177	-	-
Leith	32	13,812	-	-	21	11,005	2	294
Lerwick	-	-	-	-	-	-	-	-
Montrose	15	2,074	-	-	7	2,597	1	176
Perth	1	286	-	-	-	-	-	-
Peterhead	3	584	-	-	-	-	-	-
Port Glasgow	41	34,807	-	-	36	32,710	-	-
Stornoway	2	63	-	-	-	-	-	-
Stranraer	3	1,372	-	-	1	387	-	-
Wick	3	101	-	-	-	-	-	-
Wigtown	2	434	-	-	-	-	-	-
TOTAL, SCOTLAND	428	172,638	3	855	520	222,306	10	3,209
IRELAND:								
Ballina	-	-	-	-	-	-	-	-
Belfast	32	11,850	1	221	9	2,046	1	94
Coleraine	3	944	-	-	1	337	-	-
Cork	39	10,167	5	1,274	37	9,058	1	98
Drogheda	2	457	1	274	-	-	-	-
Dublin	47	16,415	1	336	29	9,042	1	302
Dundalk	4	750	-	-	-	-	-	-
Galway	5	1,253	-	-	4	872	-	-
Limerick	23	7,607	-	-	19	7,562	1	33
Londonderry	9	4,853	1	693	8	3,844	-	-
Newry	11	5,586	2	1,101	5	2,910	-	-
Ross	3	1,378	-	-	8	4,075	-	-
Skibbereen	3	713	1	288	1	333	-	-
Sligo	9	2,623	-	-	5	1,767	-	-
Strangford	1	116	-	-	-	-	-	-
Tralee	4	1,182	-	-	8	3,578	-	-
Waterford	24	6,280	-	-	36	6,712	-	-
Westport	1	357	-	-	2	578	-	-
Wexford	3	668	2	706	-	-	-	-
TOTAL, IRELAND	223	73,199	14	4,833	172	52,714	4	831
ISLE OF MAN	Nil.	-	-	-	-	-	-	-
CHANNEL ISLANDS	28	4,280	-	-	56	8,960	-	-

STEAM VESSELS.

	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Grimsby	1	535	-	-	-	-	-	-
Liverpool	4	3,278	-	-	1	308	-	-
Newcastle	-	-	-	-	1	13	-	-
Newhaven	4	272	-	-	4	272	-	-
Plymouth	36	2,634	-	-	35	3,549	-	-
Poole	-	-	-	-	1	31	-	-
Shields	-	-	-	-	1	462	-	-
Southampton	250	54,575	-	-	243	51,744	-	-
London	28	5,616	1	158	25	4,402	-	-
Glasgow	-	-	-	-	8	2,614	-	-
Greenock	-	-	-	-	4	766	-	-
	323	67,910	1	158	323	64,161	-	-
ISLE OF MAN	Nil.	-	-	-	-	-	-	-
CHANNEL ISLANDS	Nil.	-	-	-	-	-	-	-

RETURN of the NUMBER and TONNAGE of VESSELS that entered and cleared from and to FOREIGN PORTS, at each of the Ports of *Great Britain and Ireland, Isle of Man, and Channel Islands* (including their repeated Voyages), distinguishing Steam from Sailing Vessels, and British from Foreign Vessels, between the 31st day of December 1854 and the 31st day of December 1855.

SAILING VESSELS.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND :								
Aberystwith - - -	3	308	-	-	2	222	1	92
Arundel - - -	4	558	1	129	5	465	1	129
Barnstaple - - -	3	287	-	-	-	-	-	-
Beaumaris - - -	1	79	1	115	8	1,555	-	-
Berwick - - -	15	2,923	21	2,874	3	577	6	707
Bideford - - -	2	281	2	477	2	134	-	-
Boston - - -	25	2,388	17	2,131	23	1,698	7	850
Bridgwater - - -	3	422	6	593	1	50	2	165
Bridport - - -	4	360	3	668	1	98	3	668
Bristol - - -	272	43,578	149	32,207	101	28,345	31	14,444
Caernarvon - - -	12	1,006	2	111	84	7,793	7	497
Cardiff - - -	224	50,910	1,012	183,960	732	155,120	1,460	293,353
Cardigan - - -	-	-	-	-	-	-	-	-
Carlisle - - -	1	86	-	-	-	-	-	-
Chepstow - - -	3	385	2	323	1	460	1	357
Chester - - -	2	254	3	280	3	253	-	-
Colchester - - -	31	1,410	7	955	33	1,470	7	960
Cowes - - -	48	2,231	10	1,820	58	2,484	7	772
Dartmouth - - -	23	2,465	4	461	83	7,189	-	-
Deal - - -	-	-	-	-	-	-	-	-
Dover - - -	51	4,704	20	3,200	21	360	4	553
Exeter - - -	29	3,116	20	2,546	6	787	10	1,015
Falmouth - - -	57	6,298	37	4,306	34	2,134	14	1,857
Faversham - - -	26	678	4	353	40	1,214	1	34
Fleetwood - - -	-	-	1	96	-	-	-	-
Folkestone - - -	1	138	1	233	-	-	-	-
Fowey - - -	76	5,939	45	4,361	104	7,803	64	5,605
Gainsborough - - -	4	514	5	475	1	59	-	-
Gloucester - - -	64	9,755	89	17,047	19	6,272	32	7,833
Goole - - -	80	6,205	36	4,347	10	949	14	1,497
Grimsby - - -	49	8,255	97	18,239	15	3,275	56	11,173
Hartlepool - - -	690	126,140	777	87,761	795	157,501	1,340	158,476
Harwich - - -	115	10,161	40	2,910	10	1,011	165	9,850
Hull - - -	401	58,659	830	112,740	158	27,388	646	91,037
Ipswich - - -	55	4,176	50	5,134	86	6,265	25	2,359
Lancaster - - -	-	-	6	1,208	3	698	-	-
Liverpool - - -	1,511	434,552	1,527	899,951	1,534	486,417	1,624	946,349
Llanelly - - -	145	21,925	163	10,555	78	6,597	163	10,152
Lowestoft - - -	29	3,780	23	3,576	5	803	22	3,507
Lyne - - -	6	242	-	-	-	-	6	622
Lynn - - -	61	7,003	85	6,084	25	2,250	13	990
Maldon - - -	28	1,190	10	726	50	2,063	3	285
Maryport - - -	2	292	-	-	4	593	-	-
Milford - - -	30	6,258	4	1,076	11	1,712	4	1,546
Newcastle - - -	1,339	216,843	2,352	341,451	2,676	547,535	3,412	505,583
Newhaven - - -	20	1,404	8	971	6	711	5	753
Newport - - -	112	18,649	336	65,866	429	71,891	444	89,300
Padstow - - -	10	643	1	225	7	358	1	225
Penzance - - -	30	3,539	22	2,971	16	1,039	13	2,013
Plymouth - - -	236	23,585	104	20,661	117	13,437	53	12,569
Poole - - -	112	9,143	22	2,271	24	2,388	15	1,841
Portsmouth - - -	31	3,597	78	12,023	9	1,710	49	5,925
Preston - - -	-	-	-	-	-	-	-	-

SAILING VESSELS—continued.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND—continued.								
Ramsgate - - -	24	602	7	753	21	284	4	377
Rochester - - -	46	3,611	40	8,305	51	1,437	24	4,102
Rye - - - -	18	739	14	1,165	6	220	3	365
Saint Ives - - -	9	1,037	28	3,762	5	672	10	1,655
Scarborough - -	19	3,119	1	113	2	164	—	—
Scilly - - - -	1	200	2	162	1	86	—	—
Shields - - - -	902	189,993	405	41,243	473	84,677	418	39,340
Shoreham - - -	19	1,726	164	8,676	15	1,031	159	7,750
Southampton -	60	7,618	126	10,986	22	5,223	125	11,384
Stockton - - -	282	45,383	233	23,334	286	46,739	305	33,710
Sunderland - -	1,045	181,507	938	89,463	1,278	252,776	1,109	117,068
Swansea - - -	351	71,159	477	47,124	516	90,161	561	56,982
Teignmouth - -	17	1,404	3	424	16	1,804	2	204
Truro - - - -	21	2,570	47	11,399	7	1,022	37	8,719
Wells - - - -	18	1,372	30	1,874	1	144	—	—
Weymouth - - -	42	2,793	20	2,273	5	495	15	1,887
Whitby - - - -	62	7,210	4	465	—	—	—	—
Whitehaven - -	2	409	5	839	—	—	1	236
Wisbeach - - -	21	3,347	40	5,766	18	1,252	19	3,865
Woodbridge - -	2	339	6	520	3	222	5	497
Workington - -	—	—	—	—	—	—	—	—
Yarmouth - - -	132	12,462	72	7,240	99	6,846	60	5,253
London - - - -	2,563	515,015	3,563	708,609	1,547	290,570	3,150	617,502
TOTAL, ENGLAND -	11,732	2,160,929	14,258	2,834,962	11,805	2,348,958	15,738	3,096,839
SCOTLAND:								
Aberdeen - - -	94	12,281	91	7,432	18	4,433	7	529
Ayr - - - - -	—	—	2	264	7	628	5	494
Alloa - - - -	18	1,534	69	5,968	70	7,047	342	32,616
Arbroath - - -	15	2,040	29	3,920	1	74	2	376
Banff - - - -	24	1,918	15	1,118	54	4,010	15	1,079
Borrowstoness -	54	6,065	72	9,328	200	23,604	518	54,947
Campbeltown - -	—	—	—	—	—	—	—	—
Dumfries - - -	2	293	1	181	—	—	—	—
Dundee - - - -	189	33,143	293	38,678	94	19,108	189	24,877
Glasgow - - - -	215	46,394	111	29,196	441	72,289	151	35,597
Grangemouth - -	102	10,951	372	42,741	223	23,366	475	54,847
Greenock - - -	69	18,275	26	8,249	43	21,792	8	1,887
Inverness - - -	11	2,203	5	417	40	3,364	3	279
Irvine - - - -	1	271	3	554	204	41,706	43	9,344
Kirkcaldy - - -	47	7,797	88	8,095	54	7,924	231	19,359
Kirkwall - - -	2	108	10	1,234	—	—	7	599
Leith - - - -	170	27,794	902	90,633	62	8,569	232	25,334
Lerwick - - - -	9	570	15	1,040	16	1,209	17	1,303
Montrose - - -	26	4,046	53	8,687	35	6,452	51	8,429
Perth - - - -	8	732	29	2,474	1	97	—	—
Peterhead - - -	47	9,921	43	2,668	84	12,702	44	2,898
Port Glasgow - -	9	3,469	2	267	10	8,227	—	—
Stornoway - - -	10	645	3	187	40	1,984	2	135
Stranraer - - -	—	—	—	—	—	—	—	—
Wick - - - -	26	1,470	104	5,818	134	11,259	150	9,997
Wigtown - - - -	—	—	—	—	—	—	—	—
TOTAL, SCOTLAND -	1,148	191,920	2,333	269,149	1,831	279,841	2,492	284,926

SAILING VESSELS—continued.								
	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
IRELAND:								
Ballina - - -	—	—	—	—	—	—	—	—
Belfast - - -	85	12,401	85	16,954	33	6,710	26	4,572
Coleraine - - -	4	796	9	2,335	—	—	2	550
Cork - - -	171	30,440	145	28,950	38	6,439	39	5,697
Drogheda - - -	1	233	4	501	—	—	—	—
Dublin - - -	119	14,695	125	20,865	31	5,498	43	9,361
Dundalk - - -	4	651	5	765	—	—	—	—
Galway - - -	9	2,088	7	1,640	4	1,173	5	1,229
Limerick - - -	54	11,085	41	10,130	17	2,434	4	1,417
Londonderry - - -	38	9,259	32	7,263	9	3,680	5	1,718
Newry - - -	4	635	14	2,029	2	1,253	2	583
Ross - - -	12	2,547	19	3,636	2	656	4	705
Skibbereen - - -	2	444	1	300	1	79	—	—
Sligo - - -	10	1,701	2	375	—	—	—	—
Strangford - - -	—	—	—	—	—	—	—	—
Tralee - - -	13	2,066	10	1,886	6	1,395	1	797
Waterford - - -	54	10,437	54	11,267	8	2,168	11	2,795
Westport - - -	3	556	2	244	1	249	1	137
Wexford - - -	4	569	3	393	2	279	—	—
TOTAL, IRELAND -	587	100,603	558	109,533	154	32,013	143	29,561
ISLE OF MAN - -	6	719	20	1,928	2	322	14	1,286
CHANNEL ISLANDS -	822	41,633	112	9,286	746	26,413	72	5,237
STEAM VESSELS.								
Bristol - - -	—	—	5	840	2	513	5	840
Cardiff - - -	24	9,080	—	—	25	9,533	—	—
Dover - - -	71	9,289	—	—	87	11,647	—	—
Folkstonee - - -	607	89,642	—	—	587	86,294	—	—
Goole - - -	53	11,730	9	1,629	50	10,712	8	1,453
Grimsby - - -	137	42,564	—	—	170	51,668	—	—
Hartlepool - - -	55	19,835	1	235	53	19,443	—	—
Harwich - - -	88	15,740	—	—	88	15,733	—	—
Hull - - -	578	172,487	206	52,981	568	170,919	204	52,057
Liverpool - - -	253	132,864	39	42,744	266	145,287	43	44,133
Lowestoft - - -	40	16,633	7	1,841	47	19,771	7	1,841
Newcastle - - -	67	21,554	—	—	72	22,588	1	25
Newhaven - - -	289	46,745	—	—	299	48,338	—	—
Plymouth - - -	5	1,767	—	—	1	247	—	—
Poole - - -	—	—	—	—	2	128	—	—
Shields - - -	—	—	—	—	13	1,535	—	—
Southampton - - -	315	119,335	18	16,380	351	168,483	17	15,256
Sunderland - - -	1	407	—	—	2	704	1	257
Swansea - - -	1	341	—	—	1	341	—	—
London - - -	1,450	436,595	296	75,306	1,313	391,930	271	67,498
Aberdeen - - -	1	155	—	—	1	155	—	—
Glasgow - - -	9	2,304	1	126	27	7,685	4	1,208
Grangemouth - - -	21	4,940	4	940	20	4,701	4	940
Greenock - - -	—	—	—	—	8	7,163	3	976
Leith - - -	95	24,951	1	100	90	23,660	—	—
Port Glasgow - - -	—	—	—	—	2	695	—	—
Belfast - - -	1	90	—	—	1	90	—	—
Cork - - -	—	—	—	—	3	508	—	—
Dublin - - -	5	653	—	—	—	—	—	—
Limerick - - -	—	—	—	—	1	734	—	—
TOTAL - - -	4,166	1,179,701	587	193,122	4,150	1,221,205	568	186,484
ISLE OF MAN - -	Nil.	—	—	—	—	—	—	—
CHANNEL ISLANDS -	82	6,663	—	—	89	7,385	—	—

AGGREGATE RETURN of the NUMBER and TONNAGE of VESSELS entered and cleared at each of the PORTS of Great Britain and Ireland, Isle of Man, and Channel Islands (including their repeated Voyages), in the Coasting, Colonial, and Foreign Trades, in the Year 1855, distinguishing British from Foreign Vessels.

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND:								
Aberystwith - - -	701	27,993	- -	- -	202	12,584	1	92
Arundel - - -	320	26,890	1	129	214	12,411	1	129
Barnstaple - - -	1,095	53,065	- -	- -	309	18,944	-	-
Beaumaris - - -	2,260	287,623	1	115	1,044	210,250	-	-
Berwick - - -	302	20,364	21	2,874	163	10,435	6	707
Bideford - - -	860	42,691	2	477	371	22,547	-	-
Boston - - -	742	36,840	17	2,131	240	12,643	7	850
Bridgwater - - -	2,785	128,000	7	863	1,217	50,748	3	277
Bridport - - -	224	14,318	3	608	113	4,626	3	668
Bristol - - -	5,605	488,579	172	42,042	4,148	391,897	40	16,321
Caernarvon - - -	1,532	76,305	3	218	458	23,132	7	497
Cardiff - - -	2,132	208,338	1,054	195,047	6,756	671,079	1,630	353,823
Cardigan - - -	573	14,954	- -	- -	46	1,407	-	-
Carlisle - - -	77	4,490	- -	- -	293	13,269	-	-
Chepstow - - -	619	18,513	2	323	237	13,584	1	357
Chester - - -	921	47,694	3	280	1,864	87,971	-	-
Colchester - - -	661	44,891	7	955	313	14,024	7	960
Cowes - - -	1,266	48,919	10	1,820	539	13,961	7	772
Dartmouth - - -	778	42,260	4	461	428	20,319	-	-
Deal - - -	66	4,913	-	-	-	-	-	-
Dover - - -	454	43,774	20	3,200	210	17,094	4	553
Exeter - - -	755	69,064	21	2,588	209	12,065	11	1,254
Falmouth - - -	845	75,845	37	4,306	348	21,764	15	2,007
Faversham - - -	1,432	104,722	4	353	1,446	46,403	1	34
Fleetwood - - -	1,157	157,952	1	96	1,095	145,547	-	-
Folkestone - - -	858	117,171	1	233	588	86,341	-	-
Fowey - - -	1,222	75,212	45	4,361	747	51,293	64	5,605
Gainsborough - - -	177	8,849	5	475	241	12,034	1	194
Gloucester - - -	1,458	78,885	103	22,695	3,107	120,738	35	8,374
Goole - - -	1,826	116,417	45	5,976	1,918	118,032	29	3,839
Grimsby - - -	463	77,168	101	19,209	385	74,406	86	16,642
Hartlepool - - -	1,084	173,502	792	89,354	6,598	957,970	1,365	166,741
Harwich - - -	579	56,128	41	2,961	426	35,563	165	9,850
Hull - - -	2,122	369,041	1,053	172,522	2,197	378,633	979	164,819
Ipswich - - -	1,224	88,483	50	5,134	873	44,270	26	2,433
Lancaster - - -	1,726	129,952	6	1,208	788	81,226	-	-
Liverpool - - -	10,902	2,344,326	1,729	1,065,948	11,722	2,411,498	1,793	1,089,111
Llanelly - - -	1,891	118,383	163	10,555	3,152	217,813	165	10,440
Lowestoft - - -	1,069	102,442	30	5,417	286	33,359	30	5,663
Lyme - - -	182	8,897	- -	- -	115	4,395	6	622
Lynn - - -	1,369	122,251	86	6,167	466	30,598	19	1,400
Maldon - - -	1,097	66,221	10	726	1,077	45,327	3	285
Maryport - - -	273	39,052	- -	- -	2,654	229,658	-	-
Milford - - -	846	63,787	8	2,604	1,133	44,726	6	2,273
Newcastle - - -	3,729	500,587	2,442	354,437	13,696	2,124,911	3,471	524,724
Newhaven - - -	585	77,796	9	1,041	417	57,389	5	753
Newport - - -	2,116	145,331	356	70,507	7,586	528,280	491	116,943
Padstow - - -	816	41,007	1	225	260	12,969	1	225
Penzance - - -	718	47,180	22	2,971	244	15,764	13	2,013
Plymouth - - -	3,771	413,474	108	22,629	2,204	263,335	54	13,243
Poole - - -	712	56,369	22	2,271	587	29,241	16	2,040
Portsmouth - - -	1,568	151,663	80	12,941	1,053	63,898	49	5,925
Preston - - -	358	23,075	- -	- -	510	26,559	-	-
Ramsgate - - -	502	40,438	7	753	163	10,512	5	451
Rochester - - -	2,321	204,814	41	8,821	821	31,744	25	4,242
Rye - - -	464	36,600	14	1,165	160	9,918	4	411
Saint Ives - - -	1,842	141,784	28	3,762	1,343	111,451	11	1,748
Scarborough - - -	265	10,009	1	113	33	1,722	-	-
Soilly - - -	115	5,150	2	162	46	1,430	-	-
Shields - - -	1,339	246,219	453	54,635	1,741	221,240	423	41,783
Shoreham - - -	508	66,292	164	8,676	92	6,679	159	7,750
Southampton - - -	2,378	375,198	146	27,573	1,815	303,894	143	26,982
Stockton - - -	715	89,276	240	24,855	1,868	192,582	306	33,876
Sunderland - - -	2,543	440,943	968	95,430	12,537	1,664,511	1,115	118,292
Swansea - - -	4,482	376,651	482	48,011	7,740	606,621	587	64,722
Teignmouth - - -	571	52,599	3	424	454	37,077	3	283
Truro - - -	713	56,653	47	11,399	630	47,678	38	8,957

	INWARDS.				OUTWARDS.			
	BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
ENGLAND— <i>cont^d</i> .								
Wells - - -	551	30,498	31	1,948	384	21,290	1	77
Weymouth - - -	383	27,773	20	2,273	61	3,500	15	1,887
Whitby - - -	740	36,421	4	465	99	5,445	—	—
Whitehaven - - -	918	86,755	5	839	3,491	288,879	1	236
Wisbeach - - -	578	51,221	40	5,766	264	14,577	19	3,865
Woodbridge - - -	500	27,119	6	520	430	22,088	5	497
Workington - - -	116	8,643	-	-	1,065	88,091	—	—
Yarmouth - - -	1,825	165,875	77	8,142	909	77,906	66	5,970
London - - -	24,771	4,378,814	4,039	893,995	12,454	2,078,849	3,509	748,032
TOTAL, ENGLAND -	122,049	14,663,391	15,516	3,341,240	135,973	15,796,614	17,051	3,603,219
SCOTLAND:								
Aberdeen - - -	1,592	217,778	97	7,902	966	177,202	28	1,960
Ayr - - -	522	34,018	2	264	1,246	79,666	5	494
Alloa - - -	216	13,643	69	5,968	510	35,175	342	32,616
Arbroath - - -	560	34,557	29	3,920	220	12,412	2	376
Banff - - -	494	29,526	17	1,234	439	22,671	16	1,153
Borrowstoness - - -	152	11,203	72	9,328	849	62,042	520	55,264
Campbeltown - - -	1,644	102,157	-	-	885	63,387	—	—
Dumfries - - -	950	44,095	1	181	381	27,999	—	—
Dundee - - -	1,851	193,043	294	38,776	630	87,042	192	25,134
Glasgow - - -	3,514	586,675	115	29,785	4,957	731,864	157	38,169
Grangemouth - - -	633	67,948	380	43,963	556	67,611	481	56,127
Greenock - - -	565	126,642	28	8,947	243	77,694	12	3,401
Inverness - - -	2,256	157,195	5	417	2,238	143,031	4	421
Irvine - - -	372	45,468	3	554	4,127	355,960	44	9,568
Kirkcaldy - - -	537	32,679	89	8,141	1,106	61,607	238	19,938
Kirkwall - - -	259	27,965	10	1,234	296	29,565	7	599
Leith - - -	1,897	304,442	913	91,576	1,448	272,611	240	26,163
Lerwick - - -	144	18,051	18	1,351	126	16,932	17	1,303
Montrose - - -	543	43,105	53	8,687	345	29,907	52	8,605
Perth - - -	298	22,152	29	2,474	258	15,165	2	129
Peterhead - - -	621	42,645	45	2,845	571	37,669	48	3,206
Port Glasgow - - -	109	43,647	2	267	61	45,775	—	—
Stornoway - - -	194	22,158	4	262	164	20,453	3	186
Stranraer - - -	532	35,842	-	-	364	30,523	—	—
Wick - - -	822	66,307	115	6,728	873	70,788	151	10,096
Wigtown - - -	583	33,885	-	-	393	29,122	—	—
TOTAL, SCOTLAND -	21,860	2,356,826	2,390	274,804	24,252	2,603,873	2,561	294,908
IRELAND:								
Ballina - - -	74	4,949	-	-	80	5,604	—	—
Belfast - - -	5,874	748,344	86	17,175	2,258	470,723	35	6,495
Coleraine - - -	275	29,943	9	2,335	53	4,760	3	569
Cork - - -	2,588	321,813	151	30,285	1,790	215,036	49	7,348
Drogheda - - -	806	129,284	5	775	601	129,126	1	138
Dublin - - -	6,404	889,057	127	21,336	3,623	589,911	92	17,525
Dundalk - - -	693	103,085	5	765	351	77,801	—	—
Galway - - -	94	10,759	7	1,640	62	7,168	5	1,229
Limerick - - -	560	73,455	41	10,130	448	58,285	6	2,024
Londonderry - - -	1,191	207,094	33	7,896	752	163,997	7	2,451
Newry - - -	933	83,352	16	3,130	420	50,867	2	583
Ross - - -	554	47,079	19	3,636	365	33,483	5	1,043
Skibbereen - - -	247	12,386	2	588	198	10,056	—	—
Sligo - - -	295	42,803	2	375	221	35,506	—	—
Strangford - - -	525	22,595	-	-	194	8,094	—	—
Tralee - - -	264	16,931	10	1,886	239	18,226	1	797
Waterford - - -	1,547	193,025	54	11,267	1,191	138,453	14	3,136
Westport - - -	119	7,305	2	244	100	7,417	1	137
Wexford - - -	656	46,872	5	1,099	414	31,130	—	—
TOTAL, IRELAND -	23,699	2,990,131	574	114,562	13,360	2,060,643	221	43,475
ISLE OF MAN - - -	1,716	100,191	20	1,928	769	65,691	14	1,286
CHANNEL ISLANDS -	3,959	311,637	113	9,302	4,004	312,802	108	8,520

A RETURN of the NUMBER and TONNAGE of SAILING VESSELS Registered at each of the COLONIES of the United Kingdom respectively, distinguishing those under and those above Fifty Tons Register, on the 31st of December 1855 :
 --A similar RETURN of STEAM VESSELS and their TONNAGE.

	SAILING VESSELS.				STEAM VESSELS.			
	Of and under 50 Tons.		Above 50 Tons.		Of and under 50 Tons.		Above 50 Tons.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
AFRICA :								
Sierra Leone - -	14	302	10	952	—	—	—	—
Bathurst - - -	60	985	16	1,448	—	—	—	—
Cape of Good Hope -	10	268	43	7,120	—	—	—	—
Mauritius - - -	64	1,879	49	7,642	—	—	—	—
AUSTRALIA :								
Sydney - - -	173	4,419	259	45,120	7	212	28	6,324
Melbourne - - -	123	5,328	276	46,374	10	364	10	998
Hobart Town - - -	104	2,747	125	21,125	1	43	2	360
Launceston - - -	33	823	30	5,054	—	—	—	—
Adelaide - - -	27	5,558	35	5,576	—	—	—	—
New Zealand - - -	130	2,591	27	4,250	—	—	—	—
AMERICA (BRITISH NORTHERN COLONIES) :								
Newfoundland - -	520	15,646	533	55,259	1	40	1	96
Canada - - -	244	8,380	495	80,657	26	900	72	8,833
New Brunswick - -	433	11,107	430	127,676	16	464	15	1,995
Nova Scotia and Cape Breton.	1,829	52,849	1,253	147,758	3	96	—	—
Prince Edward Island	204	5,645	196	29,109	—	—	—	—
BRITISH WEST INDIES :								
Antigua - - -	68	1,157	5	619	—	—	—	—
Barbadoes - - -	11	327	9	706	—	—	—	—
Dominica - - -	15	302	4	284	—	—	—	—
Grenada - - -	34	385	—	—	—	—	—	—
Jamaica - - -	66	1,539	11	936	—	—	—	—
Montserrat - - -	—	—	1	59	—	—	—	—
Nevis - - -	10	107	—	—	—	—	—	—
St. Christopher - -	16	262	1	118	—	—	—	—
St. Lucia - - -	10	263	1	264	—	—	—	—
St. Vincent - - -	32	504	7	660	—	—	—	—
Tobago - - -	8	228	1	97	—	—	—	—
Tortola - - -	23	172	2	181	—	—	—	—
Trinidad - - -	48	772	4	323	—	—	—	—
Bahamas - - -	132	3,096	37	3,186	—	—	—	—
Bermuda - - -	14	426	29	2,835	—	—	—	—
Demerara - - -	36	987	11	978	—	—	—	—
Berbice - - -	17	300	2	133	—	—	—	—

General Register and Record Office of Seamen,
 Custom House, London, 19 April 1856.

J. H. Brown, Registrar-General.

A RETURN of the NUMBER of VESSELS, with their TONNAGE (distinguishing Steam from Sailing Vessels), that were Built and Registered in the United Kingdom, distinguishing Timber from Iron Vessels, in the Year 1855.

										TIMBER.		IRON.	
										Vessels.	Tonnage.	Vessels.	Tonnage.
Sailing Vessels	-	-	-	-	-	-	-	-	-	818	211,883	47	30,299
Steam Vessels	-	-	-	-	-	-	-	-	-	38	3,107	195	77,911
TOTAL										856	214,990	242	108,210

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856. }

J. H. Brown, Registrar-General.

A RETURN of VESSELS Sold and Transferred in the United Kingdom, in the Year 1855, distinguishing Steam from Sailing Vessels.

										VESSELS.	TONNAGE.
Sailing Vessels	-	-	-	-	-	-	-	-	-	1,946	396,199
Steam Vessels	-	-	-	-	-	-	-	-	-	104	17,767
TOTAL										2,050	413,966

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856. }

J. H. Brown, Registrar-General.

A RETURN of VESSELS Wrecked in the Year 1855, belonging to the United Kingdom.

										VESSELS.	TONNAGE.
Sailing Vessels	-	-	-	-	-	-	-	-	-	474	93,161
Steam Vessels	-	-	-	-	-	-	-	-	-	12	2,656
TOTAL										486	95,817

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856. }

J. H. Brown, Registrar-General.

A RETURN of VESSELS Broken up in the Year 1855, belonging to the United Kingdom.

										VESSELS.	TONNAGE.
Sailing Vessels	-	-	-	-	-	-	-	-	-	94	6,121
Steam Vessels	-	-	-	-	-	-	-	-	-	20	1,908
TOTAL										114	8,029

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856. }

J. H. Brown, Registrar-General.

A RETURN of the NUMBER of COLONIAL-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1855; distinguishing the Number and Tonnage of each Colony respectively.

	Canada.		New Brunswick.		Nova Scotia.		Prince Edward Island.		Newfoundland.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
London - - -	1	756	1	267	2	1,084	2	582	—	—
Liverpool - - -	2	3,525	9	8,138	1	329	2	269	—	—
Milford - - -	—	—	1	265	—	—	—	—	—	—
Plymouth - - -	1	906	—	—	—	—	3	425	—	—
Poole - - -	—	—	—	—	—	—	—	—	2	183
Aberdeen - - -	—	—	1	642	—	—	—	—	—	—
Inverness - - -	—	—	—	—	1	80	—	—	—	—
Irvine - - -	—	—	1	998	—	—	—	—	—	—
Peterhead - - -	—	—	1	147	—	—	—	—	—	—
Belfast - - -	—	—	2	2,493	—	—	—	—	—	—
Sligo - - -	—	—	1	88	—	—	—	—	—	—
TOTAL - - -	4	5,187	17	13,033	4	1,493	7	1,276	2	183

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856.

J. H. Brown, Registrar-General.

A RETURN of the NUMBER of FOREIGN-BUILT VESSELS, and their TONNAGE, Registered at each of the Ports of the United Kingdom, in the Year 1855.

		VESSELS.	TONNAGE.			VESSELS.	TONNAGE.
London - - -	33	16,103	Whitby - - -	3	695		
Bristol - - -	1	62	Woodbridge - - -	1	85		
Cardiff - - -	1	128	Yarmouth - - -	1	65		
Falmouth - - -	1	285	Aberdeen - - -	1	139		
Faversham - - -	1	121	Dundee - - -	1	67		
Grimsby - - -	1	174	Grangemouth - - -	1	50		
Hull - - -	1	85	Leith - - -	4	1,528		
Ipswich - - -	2	343	Montrose - - -	1	91		
Liverpool - - -	18	16,408	Stornoway - - -	1	43		
Lynn - - -	1	66	Belfast - - -	2	105		
Maldon - - -	1	96	Cork - - -	1	119		
Newport - - -	2	989	Dublin - - -	1	151		
Rochester - - -	1	74	Limerick - - -	1	103		
Shields - - -	2	487	Newry - - -	1	70		
Stockton - - -	1	73					
Sunderland - - -	3	607					
Swansea - - -	1	25	TOTAL - - -	91	39,437		

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856.

J. H. Brown, Registrar-General.

A RETURN of the SHIPPING employed in the Trade of the United Kingdom, exhibiting the Number and Tonnage of Vessels that entered Inwards and cleared Outwards (including their repeated Voyages), separating British from Foreign Vessels, also Steam from Sailing Vessels, and distinguishing the Trade with each Country, in the Year 1855.

				INWARDS.				OUTWARDS.			
				BRITISH.		FOREIGN.		BRITISH.		FOREIGN.	
				Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia (Crimea)	-	-	{ Steam	10	3,980	-	-	75	37,497	1	1,358
			{ Sailing	16	7,576	54	16,350	239	93,390	43	14,132
Sweden	-	-	{ Steam	52	18,191	11	2,227	52	18,503	2	283
			{ Sailing	268	44,026	1,220	252,124	177	28,320	821	147,764
Norway	-	-	{ Steam	10	3,257	2	406	7	2,442	3	949
			{ Sailing	70	10,009	1,503	271,730	45	9,125	1,621	261,341
Denmark	-	-	{ Steam	124	42,661	11	2,801	81	26,908	8	2,052
			{ Sailing	163	17,698	2,075	166,593	541	91,099	4,050	425,419
Prussia	-	-	{ Steam	55	21,197	5	1,090	48	18,182	5	1,111
			{ Sailing	961	165,528	1,886	356,453	715	115,142	1,673	317,344
Germany	-	-	{ Steam	543	183,231	137	55,817	543	184,249	119	37,403
			{ Sailing	1,541	295,481	1,746	200,136	1,479	273,723	1,862	176,746
Holland	-	-	{ Steam	839	255,146	262	57,851	700	203,454	253	55,363
			{ Sailing	1,420	205,087	1,606	199,871	1,324	185,087	673	59,252
Belgium	-	-	{ Steam	359	99,897	91	24,899	357	99,502	86	22,999
			{ Sailing	544	58,787	550	90,448	467	31,117	174	26,074
Channel Islands	-	-	{ Steam	270	43,766	-	-	268	43,390	-	-
			{ Sailing	1,606	118,190	46	4,273	1,174	75,530	-	-
France	-	-	{ Steam	1,877	351,377	24	2,544	1,881	354,221	32	8,083
			{ Sailing	3,782	470,013	4,093	426,409	4,098	513,131	3,558	296,630
Portugal	-	-	{ Steam	77	20,301	-	-	73	18,532	2	400
			{ Sailing	671	72,013	138	17,897	523	56,395	322	52,661
Spain	-	-	{ Steam	9	2,425	13	4,225	4	1,723	13	4,654
			{ Sailing	875	116,073	475	56,307	852	144,281	518	88,861
Gibraltar	-	-	{ Steam	37	14,015	1	158	40	15,537	-	-
			{ Sailing	38	9,788	11	3,464	346	55,113	59	12,235
Italian States	-	-	{ Steam	30	15,829	-	-	48	23,993	2	119
			{ Sailing	587	104,853	296	71,515	545	113,897	448	118,751
Malta	-	-	{ Steam	3	1,607	-	-	2	399	-	-
			{ Sailing	105	34,203	14	5,799	472	138,637	222	89,882
Ionian Islands	-	-	{ Steam	1	146	-	-	-	-	-	-
			{ Sailing	22	3,955	2	258	37	10,270	5	3,505
Greece	-	-	{ Steam	131	27,323	47	12,596	44	13,647	34	9,069
			{ Sailing	60	39,001	1	367	170	111,684	2	1,058
Turkey	-	-	{ Steam	335	78,067	43	13,901	853	257,689	693	188,864
			{ Sailing	-	-	11	2,683	-	-	5	606
Wallachia	-	-	{ Steam	1	662	-	-	5	2,141	-	-
			{ Sailing	23	4,783	-	-	82	17,304	3	601
Syria	-	-	{ Steam	58	35,132	-	-	40	27,988	-	-
			{ Sailing	818	223,534	165	47,319	599	171,326	213	47,555
Africa	-	-	{ Steam	5	5,731	-	-	10	3,658	-	-
			{ Sailing	900	562,657	128	100,879	1,167	810,332	257	185,526
Asia	-	-									
America :											
British Northern Colonies	-	-	{ Steam	-	-	-	-	1	268	-	-
			{ Sailing	1,328	619,263	239	175,760	838	380,503	22	10,933
British West Indies	-	-	{ Steam	702	211,574	34	10,755	627	192,790	27	11,328
			{ Sailing	26	43,562	-	-	27	45,488	-	-
Foreign West Indies	-	-	{ Steam	221	65,527	154	48,986	256	75,636	358	100,265
			{ Sailing	29	31,746	30	40,895	27	29,811	37	49,463
United States	-	-	{ Steam	241	152,835	871	870,903	390	267,906	1,044	987,057
			{ Sailing	14	14,751	-	-	14	15,796	3	1,189
Central and Southern States	-	-	{ Steam	869	326,630	189	61,920	674	226,488	228	70,266
			{ Sailing	1	444	-	-	-	-	-	-
Alacrane Islands	-	-	{ Steam	-	-	-	-	-	-	-	-
			{ Sailing	57	16,488	1	275	55	15,049	1	140
The Whale Fisheries	-	-	{ Steam	-	-	-	-	-	-	-	-
			{ Sailing	3	776	8	1,563	3	647	-	-
Baltic Fleet	-	-									
TOTAL	-	-		22,787	5,270,792	18,193	3,680,447	23,095	5,648,940	19,502	3,889,291

General Register and Record Office of Seamen,
Custom House, London, 19 April 1856.

J. H. Brown,
Registrar-General.

S H I P P I N G.

RETURNS of the Number of SAILING VESSELS
and STEAM VESSELS Registered at each Port;
SHIPPING Entered and Cleared; SHIPS Built,
Registered, &c.—(In continuation of Parlia-
mentary Paper, No. 197, of Session 1865.)

(*Mr. Ingham.*)

*Ordered, by The House of Commons, to be Printed,
29 April 1856.*

FOREIGN SHIPPING.

RETURN to an Order of the Honourable The House of Commons,
dated 5 May 1856 ;—for,

AN ACCOUNT “of the SUMS Paid under the Act 59 Geo. 3, c. 54, and subsequent Orders of the Lords Commissioners of the Treasury, in the Year 1855, for the Difference of Rates and Charges due to Corporations, Companies, or Individuals, for FOREIGN VESSELS which, under Treaties of Reciprocity or otherwise, are admitted into the Ports of the United Kingdom at the same Rates of Charge as British Vessels ; specifying each of the several Rates, on what Account the same was Paid, whether for Light Dues, Dock Dues, Dues on Ships or Merchandise, Pilotage, or otherwise :—Also, the Total Amount (under the Reciprocity Treaties) Paid to such Corporations, Companies, or Individuals, up to the 31st day of December 1855 (in continuation of Parliamentary Paper, No. 309, of Session 1855).”

ON ACCOUNT OF		Amount of Claim.
		£. s. d.
Liverpool Pilots - - - - -	Pilotage - - - - -	7,129 18 6
Ditto - Corporation - - - - -	Anchorage - - - - -	19 1 6
Newcastle Trinity House - - - - -	Lights - - - - -	347 4 2
Ditto - ditto - - - - -	Pilotage - - - - -	6,742 17 4
Ditto - Corporation - - - - -	Town Dues - - - - -	5,866 12 4
Ditto - ditto - - - - -	Anchorage - - - - -	183 8 -
Berwick Commissioners - - - - -	Harbour Dues - - - - -	55 7 9
Ditto Pilots - - - - -	Pilotage - - - - -	9 12 2
Blackney Directors - - - - -	Harbour Dues - - - - -	4 15 5
Ditto - ditto - - - - -	Pilotage - - - - -	18 17 3
Shoreham Corporation - - - - -	Harbour Dues - - - - -	278 2 9
Southampton Commissioners - - - - -	Ditto - - - - -	227 17 2
Stockton Corporation - - - - -	Town Dues - - - - -	44 12 6
Dundee Proprietors of Tay - - - - -	Lights - - - - -	198 4 1
Glasgow Pilots - - - - -	Pilotage - - - - -	254 - 4
Ditto - Trustees of Cumray - - - - -	Light - - - - -	298 15 2
Greenock - - ditto - - - - -	Ditto - - - - -	47 17 7
Ditto - Trustees - - - - -	Harbour Dues - - - - -	582 3 5
Ditto - Pilots - - - - -	Pilotage - - - - -	15 4 10
Port Glasgow Trustees of Cumray - - - - -	Light - - - - -	3 10 6
Ditto - Commissioners - - - - -	Harbour Dues - - - - -	28 4 -
Drogheda Pilots - - - - -	Pilotage - - - - -	2 2 -
Londonderry ditto - - - - -	Ditto - - - - -	7 13 -
Ditto - Ballast Committee - - - - -	Harbour Dues - - - - -	24 17 -
Boston Pilots - - - - -	Pilotage - - - - -	22 4 6
Lostwithiel Corporation - - - - -	Harbour Dues - - - - -	1 2 8
Lynn - ditto - - - - -	Town Dues - - - - -	58 5 7
Ditto Commissioners - - - - -	Mooring Dues - - - - -	41 16 1
Ditto Pilots - - - - -	Pilotage - - - - -	136 14 -
Wisbeach Corporation - - - - -	Harbour Dues - - - - -	83 11 3
Dublin Ballast Corporation - - - - -	Tonnage Dues - - - - -	821 1 7
Ditto - ditto - - - - -	Ballast Dues - - - - -	253 13 1
Ditto - ditto - - - - -	Pilotage - - - - -	215 18 4
Hull Trinity House - - - - -	Harbour Dues - - - - -	8,015 2 6
Ditto - Corporation - - - - -	Ditto - - - - -	3,509 15 5
Ditto - Dock Company - - - - -	Composition in lieu of Dues - - - - -	4,750 8 -
£.		40,300 11 9
Amount paid (under the Reciprocity Treaties) up to 31st December 1854 - - -		941,329 14 9
Ditto - - - ditto - in the Year ended 31st December 1855 - - -		40,300 11 9
Total to the Year 1855 - - - £.		981,630 6 6

Mem.—Returns for previous Years will be found among the Parliamentary Papers, viz.

From 1820 to 1843 - - - 1844, No. 551.	From 1849 - - - - 1850, No. 166.
- 1844 - - - - 1845 " 558.	- 1850 - - - - 1851 " 92.
- 1845 and 1846 - - - 1847 " 270.	- 1851 - - - - 1852 " 98.
- 1847 - - - - 1848 " 193.	- 1852 - - - - 1853 " 189.
- 1848 - - - - 1849 " 112.	- 1853 and 1854 - - 1855 " 309.

Office of Comptroller-General,
Custom House, London, 14 May 1856. }

E. Arnaud,
Comp.-Gen.

FOREIGN SHIPPING.

ACCOUNT of the Sums paid under Act 59 Geo. 3, c. 54, and subsequent Orders of the Lords Commissioners of the Treasury, in the Year 1855, for the Difference of Rates and Charges due to Corporations, Companies, or Individuals, for Foreign Vessels, which, under Treaties of Reciprocity or otherwise, are admitted into the ports of the United Kingdom at the same Rates of Charge as British Vessels, &c.

(*Mr. Wilson.*)

*Ordered, by The House of Commons, to be Printed,
20 May 1856.*

"JOSEPHINE WILLIS" AND THE "MANGERTON."

RETURN to an Order of the Honourable The House of Commons,
dated 26 February 1856;—for,

COPIES "of the REPORTS of Mr. *Yardley*, the Stipendiary Magistrate, and of
Captain *Robertson*, the Assessor, on the late Collision between the 'Josephine
Willis' and the 'Mangerton' Steamer, presented to the Board of Trade."

Board of Trade, }
28 February 1856. }

EDGAR A. BOWRING,
Registrar.

I.—MR. YARDLEY'S Report.

My Lords,

Thames Police Court, 20 February 1856.

I BEG to state, that, pursuant to the instructions contained in your Lordships' letter, dated the 6th instant, assisted by Commander *Robertson*, R. N., acting as Assessor, I have made inquiry respecting the loss of the "Josephine Willis," on the night of the 3d instant, and to report as follows:

The "Josephine Willis" was a British ship, of 786 tons register, which, manned by a crew of 40, including all hands, and carrying 70 passengers, sailed from the Port of London, bound for Auckland, New Zealand, on the 2d instant.

Immediately before departure she was surveyed, and in every particular approved of, by an authorised emigration agent. About 6 p.m. on the 3d she passed the South Foreland; the wind was S. E., the sky was clear and starlight, the atmosphere hazy on the water and horizon. Soon after passing the South Foreland the wind changed to S. S. E. The collision which led to the loss of the ship happened a few minutes after 8 p.m., the direction of the wind and the state of the atmosphere being then as last stated. The ship's course was W. S. W., the regular channel course to clear Dungeness. The rate of sailing, all plain sail being set, was seven knots. Folkestone bore N. by W., $4\frac{1}{2}$ miles distant. The town lights and harbour light were indistinctly visible. The chief officer, *Kester Clayton*, was on deck in command; the master was below; two men were forward on the look-out. One of the look-out men now reported "a light ahead on the starboard bow withal." The chief officer ran forward from the poop, and observed a bright light ahead, and, mistaking this for Dungeness light, ordered the helm to be starboarded, so as, in his judgment, to bring the ship a point to port, and steadied the helm. After a time he saw a red light on the starboard bow, according to his statement, as much as four points, and very shortly afterwards a green light also. As soon as the red light and bright light were visible, they were known to proceed from a steamer. The green light being in sight, and all the lights being visible, showed that the steamer was coming directly on the sailing ship, but, according to the chief officer's evidence, the direction was abaft the stern of the ship (*See* vol. 1, p. 102). The ships being now very near, the steamer's helm being hard a-port, that of the ship's, by order of the chief officer, was put hard a-starboard, in order to ease the blow. The steamer struck the ship stem-on just before the main rigging. This steamer was the "Mangerton," of 363 tons register, commanded by ——— *Bouchier*, trading between Limerick and London, worked by a screw of 130 horse power, with a crew of 25, carrying on that voyage about 40 passengers, 25 of whom were women, and six or seven children.

At the time of the accident the deck was in the temporary command of the boatswain stationed on the bridge, who was acting second mate and assisting in the captain's watch. There was a look-out forward, and also another on the bridge, and a very experienced seaman at the helm. The captain was justifiably below for a short time with the first mate, for the purpose of consulting the chart, to be prepared in the event of not obtaining the assistance of a pilot.

The steamer was proceeding in a course E. by N. $\frac{1}{2}$ N., under easy steam, at about eight knots. Seven or eight minutes before the collision a bright light was seen at an apparent distance of a mile to a mile and a half, about a point and a half on the port bow. After a few minutes this vanished, when the helm was put a-port. The light again became visible, and also the sails of a large ship, when the helm was put hard a-port, and the collision took place as above described. Immediately before the collision the engine was stopped, and immediately afterwards backed. The bowsprit of the steamer being foul of the main rigging, the ships were not got apart under ten minutes. I will now venture to express my opinion as to the causes of this disaster. This I do with the greatest diffidence, inasmuch as the question involves considerable nautical knowledge. It may safely be said, that if the chief officer of the "Josephine Willis" had not mistaken the nature of the bright light which he saw, and if he had followed literally the "rule of the road," as prescribed by section 296 of the Merchant Shipping Act, this accident would have been avoided. Considering the haziness of the atmosphere, this mistake, notwithstanding the disparity of the distances, seems excusable. Having starboarded his helm upon the assumption that the light seen was that of Dungeness, the red light, and soon afterwards the green light, were visible. In fact, the three lights were together visible, and so as to seem to indicate that by pursuing her then course the ship would have easily cleared the steamer, if the latter, instead of porting, had starboarded her helm.

This brings me to what I conceive to be another cause of the accident, viz., the deficient light on board the "Josephine Willis." This light was placed on the bowsprit, and consisted of a lamp with three panes, each showing a different light, the centre one being bright, and the others red and green respectively. This undoubtedly is not such a light as ought to be shown when danger is imminent. It however unfortunately happens that it had received the sanction and approval of the emigration agent, who inspected the ship, and was thus calculated to mislead the commander of the ship into a confidence in its sufficiency.

Moreover, it appears that there is an ambiguity in the Admiralty Directions on the subject of ships' lights: one clause mentioning "bright *white* lights," another "bright lights." I think that it will appear from the evidence that the lights of the steamer were seen before that of the "Josephine Willis;" and that of the latter the coloured sides were imperceptible. The officer in command of the latter ship having confidence in his light, would probably assume that it was visible as soon as the others, and that the commander of the steamer would shape his course according to that of his own ship. Another concurring cause I suggest with great diffidence, is the order given on board the steamer to port the helm, instead of the contrary order. If these causes all concurred in producing the accident, we cannot, I think, conclude that it was solely caused by the blameful conduct of any one in particular.

After the collision, the "Mangerton" proceeded a short distance from the "Josephine Willis," and lay to. Her commander, notwithstanding the urgent request of his passengers that he would proceed for safety towards shore, expressed a determination to remain to assist the damaged ship. He, however, had reason to fear that his own ship was in considerable danger, and was compelled to devote all his attention to her safety. Two of the boats of the "Mangerton" were lowered, not without difficulty, on account of the improper manner in which they were stowed and secured, and when in the water were found wanting in plugs and tholes. One of them, manned by two passengers of the "Mangerton" (very young seamen, of the names of Newham and Anderson), proceeded to the "Josephine Willis," and rescued seven of her crew and passengers. The effect of the collision on the "Josephine Willis" was a breach on her starboard side, which allowed the water to rush in, and throw the ship on her beam ends. Proceedings were immediately taken to lower the boats; one, the life-boat, was successfully lowered.

This

This also wanted its plug. Another quarter boat was partially stove in in the lowering, but was not rendered quite useless.

There seem to have been saved in these two boats 26 of the crew and passengers. The life-boat, with a portion of the ship's crew, after having placed her passengers in the “Mangerton,” lay off for nearly two hours, within hearing of the cries of 40 persons clinging to the wreck, without an effort being made to afford relief. The chief officer was taken on board the “Mangerton,” where he remained, without making an effort to succour the crew and passengers of his ship, either by his own exertions or by commands or entreaties. It is true he was at first benumbed from immersion; from this he soon recovered. The second officer showed equal apathy and want of feeling. A Deal lugger, commanded by the witness Pearson, rescued seven, all that remained on the wreck. Sixty-nine perished, of whom 57 were passengers, and 12, including the commander, of the crew.

I have, &c.

To the Lords Commissioners of the
Privy Council for Trade.

(signed) *E. Yardley.*

2. — Captain ROBERTSON'S Report.

My Lords,

REFERRING to the 434th section of the Merchant Shipping Act, which provides that an assessor appointed by the Board of Trade to assist at an investigation shall, upon the conclusion of the case, “either signify his concurrence in the Report by signing the same, or if he dissents therefrom shall signify such dissent, and his reasons therefor to the Board of Trade,” I beg to submit that I differ from Mr. Yardley in the conclusion come to by him respecting the cause of collision between the “Josephine Willis” and the “Mangerton,” and consider that so far from the chief officer of the “Josephine Willis,” who was in charge of the deck at the time, being excusable, that the collision was caused by his wrongful act and default, and I submit the following reasons for forming that opinion, viz. :

1st. That the chief mate of the “Josephine Willis,” at the time of a light being reported ahead, rather on the starboard bow, was in charge of the deck of that vessel, and ought to have known from the bearings and distance of Folkestone, that the light on Dungeness was some 12 or 14 miles to the westward; and if the night was such as described, it was impossible to see so far, consequently there could be no necessity for immediately altering the course of the ship for the reason stated by him.

2dly. That he should have carefully watched the light, and upon seeing a red light, ought then to have known that it was the port bow of a steamer crossing or edging to starboard; that there was a risk of collision if they continued their respective courses, and have ported his helm in accordance with the 296th section of the Merchant Shipping Act; they would then have passed on the port side of each other, and thus have avoided a collision. The evidence of Mr. Ray (late chief officer of the “Josephine Willis”) is confirmatory of this in a great measure, as he admits that had the “Josephine Willis” ported her helm, no collision would have taken place.

3dly. With respect to the chief mate's evidence as to his seeing a green light, I cannot conceive that was possible until the vessels were so close that a collision was inevitable.

4thly. With respect to the course pursued by the “Mangerton,” I think they did perfectly right in porting their helm after losing sight of a light they had just before seen a point to a point and a half on their port bow, as they could not possibly tell the way the vessel might be standing (which they could have done if she had been a steamer). It is to be regretted that the helm was not put hard a-port at first. I am also inclined to think that had a bright light such as is required to be used by all sailing vessels been shown, the collision might not have taken place. The steamer “Mangerton” losing sight of the light of the

“Josephine Willis,” arose, in my opinion, from the latter starboarding her helm, thereby presenting to the steamer a green light, and that being a fainter light, accounts for its not being again seen up to the time of the collision, as stated by some of the witnesses. The lantern in question was fixed at the bowsprit end of the “Josephine Willis,” and showed a bright light ahead, a green light on the starboard bow, and a red light on the port,—certainly not such a light as is required to be shown by the Admiralty Regulations. I consider, therefore, that there is no blame to be attached to any person on board the “Mangerton” as regards the collision.

With regard to the conduct of the captain of the “Mangerton” after the collision, I coincide in the opinion expressed by Mr. Yardley, excepting that I consider him to blame for having all his boats inboard on deck; and one of the boats which was got out, and by which seven persons were saved, had neither tholes or even a plug to keep the water from coming in. This is noticed in Mr. Yardley’s Report.

The conduct of the two mates and part of the crew of the “Josephine Willis,” after getting on board the “Mangerton,” seems to have been very reprehensible, no attempt being made by them to go to the assistance of the parties left on the wreck of the “Josephine Willis.” There are four particulars elicited in this evidence, to which I would beg to call their Lordships’ attention:

1st. The state of the boats, and their being carried inboard, which is said to be very common.

2d. The particular kind of lantern carried by the “Josephine Willis,” and which is said to be coming into general use.

3d. To the very unsatisfactory answers given by the several witnesses as regards lights and the rule of the road.

4th. The creditable conduct of two young seamen, passengers by the “Mangerton,” named James Newham and ——— Hunt, who went in the “Mangerton’s” boat to the wreck, and saved seven of the crew and passengers, when no one else would go, and who are, I submit, deserving of such a reward as their Lordships may deem fit.

I have, &c.

(signed) *R. Robertson*, Commander R. N.,
Surveyor-General.

Board of Trade, 21 February 1856.

**"JOSEPHINE WILLIS" AND THE
"MANGERTON."**

COPIES of the Reports of Mr. *Yardley*, the
Stipendiary Magistrate, and of Captain *Robertson*,
the Assessor, on the late Collision between the
"Josephine Willis" and the "Mangerton"
Steamer, presented to the Board of Trade.

(*Mr. Francis Russell.*)

*Ordered, by The House of Commons, to be Printed,
3 March 1856.*

LIGHT DUTIES.

RETURN to an Address of the Honourable The House of Commons,
dated 27 May 1856;—for,

A “RETURN showing the Total Amount received for LIGHT DUTIES in the United Kingdom in the Year 1855, distinguishing those from Over-Sea Ships from those engaged in the Coasting Trade.”

CLASS OF SHIPS.	AMOUNT RECEIVED FOR LIGHT DUTIES.		
	£.	s.	d.
Over-Sea - - - - -	251,293	12	9
Coasting - - - - -	62,632	14	6
TOTAL - - - £.	313,926	7	3

Board of Trade, 16 June 1856.

H. R. Williams,
Accountant.

LIGHT DUTIES.

RETURN showing the Total Amount received for LIGHT DUTIES in the United Kingdom in the Year 1855, distinguishing those from Oversea Ships from those engaged in the Coasting Trade.

(*Mr. Joseph Ewart.*)

*Ordered, by The House of Commons, to be Printed,
18 June 1856.*

379

MERCANTILE MARINE FUND.

1855.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act
17 & 18 Vict. cap. 104, sec. 429, showing the INCOME and EXPENDITURE
for the Year 1855.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, to be Printed,
2 May 1856.

AN ACCOUNT of the MERCANTILE MARINE FUND, under the Act 17 & 18 Vict. c. 104, showing
of Net Income since Received, and how the same

R E C E I P T S.	EXCHEQUER BILLS.			CASH.		
	£.	s.	d.	£.	s.	d.
For Balances on hand 1st January 1855, as shown in preceding Account - -	80,000	-	-	138,499	7	11
For Interest received on Exchequer Bills - - - - -	-	-	-	2,994	12	1
For Exchequer Bills Purchased (<i>see contra</i>) - - - - -	70,000	-	-			
For Proceeds of the Sale of the Steam Ship "Argus" - - - - -	-	-	-	10,000	-	-
For Excess of Income over Working Expenditure for the Year ending 31st December 1855, as shown in Account (A.) in the Appendix, page 4 - - -	-	-	-	106,797	14	8
	£.	150,000	-	258,291	14	8

Board of Trade, }
29 April 1855. }

the BALANCE of CASH and the AMOUNT of EXCHEQUER BILLS held on 1st January 1855, with the Amount has been appropriated, made up to the 31st December 1855.

PAYMENTS.	EXCHEQUER BILLS.	CASH.
	£. s. d.	£. s. d.
Paid for the Purchase of 70,000 <i>l.</i> Exchequer Bills, as shown on the other side -	- - -	71,100 9 5
Paid the Bank of England for Balance of Debt, including Principal and Interest due from the Trinity House Corporation - - - - -	- - -	15,196 17 6
Paid Interest on Debt of 14,000 <i>l.</i> , due from the Commissioners of Northern Lighthouses to the Treasury - - - - -	- - -	250 - -
Paid by the Trinity House Corporation for Pensions granted before 1st October 1853, for 4 Quarters - - - - -	- - -	19,202 14 -
Paid for New Works in Building Lighthouses, &c., as shown in Statement (B). in the Appendix, page 5 - - - - -	- - -	34,045 17 9
Paid Expenses of Life Boats and Gratuities for saving Lives during the year 1855 - - - - -	- - -	848 15 6
By Balance unappropriated - - - - -	150,000 - -	117,647 - 6
	£. 150,000 - -	258,291 14 8
PARTICULARS of the above BALANCE :		
In the hands of the Paymaster-General - - - - -	150,000 - -	53,046 10 10
" Shipping Masters - - - - -	- - -	6,117 1 3
" Trinity House - - - - -	£. s. d. 45,904 19 1	
" Port of Dublin Corporation - - - - -	10,218 14 7	
" Commissioners Northern Lighthouses - - - - -	9,592 19 5	
Advanced on account of Vote for Relief of distressed Seamen - - - - -	1,144 10 10	
	- - -	66,861 3 11
DEDUCT,		
For Amount to be repaid to Merchant Seamen's Fund - - - - -	£. s. d. 1,014 12 11	126,024 16 -
" " to account of Wages and Effects of Deceased Seamen - - - - -	1,116 15 -	
" " for Nautical Schools - - - - -	1,476 4 6	
" " to Commissioners of Inland Revenue - - - - -	1,598 10 4	
" " to Receiver of Fines for the Crown - - - - -	297 18 5	
" " for Money Orders unpaid * - - - - -	2,287 11 10	
" " for Seamen's Wages, &c. in Suspense - - - - -	37 4 1	
" " for Balance of Compensation Money <i>In Re ship " John "</i> - - - - -	548 18 5	
	- - -	8,377 15 6
	£. 150,000 - -	117,647 - 6

* Note.—The Money Orders issued to Seamen, and paid to them and to their families, under the 177th sect. of the Merchant Shipping Act, from the 1st May to 31st December 1855, have been as follows, viz. :

4,640	Money Orders issued, Cash received - - - - -	£. 76,952 4 4
4,461	" discharged, Cash paid - - - - -	- 74,664 12 6
179	" outstanding, 31 December - - - - -	- £. 2,287 11 10

H. R. Williams,
Accountant.

James Booth.

Appendix.

Account (A), referred to at page 2.

AN ACCOUNT of the GROSS INCOME and WORKING EXPENDITURE of the MERCANTILE MARINE FUND, for the Year ending 31 December 1855.		Cr.	
INCOME.		EXPENDITURE.	
For Fees, &c. received under the Merchant Shipping Act, as per Account (C.) page 6	£. s. d. 37,875 19 5	For Salaries and Expenses at the Shipping Offices at the various Ports of the United Kingdom, including salaries and fees paid to surveyors of steam ships, as per Account (C.) page 6	£. s. d. 28,755 1 9
For Light Duties received; viz.		For Expenses paid for the Maintenance of Lighthouses; viz.	
Per Trinity House Corporation	£. s. d. 253,828 7 2	By the Trinity House	£. s. d. 148,784 7 8
Per Port of Dublin Corporation	33,050 7 9	" Port of Dublin Corporation	35,843 1 3
Per Commissioners of Northern Lighthouses	26,349 9 3	" Commissioners of Northern Lighthouses	30,074 10 3
For Ballastage Rates received:	313,228 4 2	For Expenses paid on the Ballastage Rates:	214,701 19 2
Per Trinity House Corporation	42,518 10 5	By the Trinity House Corporation	43,367 18 5
		By Balance, being an excess of Income over Working Expenditure	106,797 14 8
	£. 393,622 14 -		£. 393,622 14 -

STATEMENT (B.), referred to at page 3.

STATEMENT of the SUMS expended for New Works in BUILDING LIGHTHOUSES, &c., in the United Kingdom, from 1 January 1855 to 31 December 1855.

NATURE OF WORK.						
ENGLAND :	£.	s.	d.	£.	s.	d.
Gunfleet - - - - -	3,886	10	4			
Bishops Rock Lighthouse - - - - -	4,915	1	1			
Crow Rock Beacon - - - - -	56	14	-			
Spurn Point Timber Groynes - - - - -	723	16	6			
Caskets - - - - -	2,649	12	6			
Needles - - - - -	879	15	1			
Smalls - - - - -	101	17	-			
Whitby - - - - -	85	11	6			
South Foreland - - - - -	600	-	-			
				13,898	18	-
IRELAND :						
Arran Islands, North and South - - - - -	4,346	18	3			
Beeves - - - - -	696	7	2			
Broadhaven - - - - -	274	5	9			
Dungarvan - - - - -	305	17	-			
Fastnet - - - - -	264	18	2			
Rathlin O'Beirne - - - - -	462	5	3			
Rathlin Island - - - - -	1,545	9	10			
Rock a Bill - - - - -	89	13	4			
Samphire - - - - -	41	7	10			
				8,027	2	7
SCOTLAND :						
Whalsey Skerries - - - - -	3,513	15	-			
Unst Temporary Light - - - - -	744	19	10			
Whalsey Temporary Light - - - - -	110	5	5			
Rona - - - - -	710	1	6			
Isle of Islay - - - - -	353	9	5			
Kirkabisterness - - - - -	64	6	1			
Oronsay - - - - -	718	1	6			
Ushenish - - - - -	647	4	-			
Sound of Mull - - - - -	286	5	7			
Kyleakin - - - - -	427	11	9			
Unst - - - - -	4,528	2	11			
Cantickhead - - - - -	15	14	2			
				12,110	17	2
	£.			34,045	17	9

ACCOUNT (C.) referred to at page 4.

AN ACCOUNT of the INCOME and EXPENDITURE for Fees received for Examinations of Masters and Mates, for Engaging and Discharging Crews, and for Surveys of Steam Vessels under the Merchant Shipping Act, 1854, for the Year ending 31 December 1855.

FEES.				TOTAL INCOME.		OFFICES, &c.		EXPENDITURE.				EXCESS OF							
On Examination of Masters and Mates.		On Engagement of Crews.		On Discharge of Crews.		On Renewal of Certificates.		Salaries.		Contingencies.		TOTAL EXPENDITURE.		Income over Expenditure.		Expenditure over Income.			
£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.		
1,008	19	—	1,073	17	—	1,428	—	6	24	19	—	2,265	7	5	—	—	—		
—	—	—	889	15	—	899	5	6	14	8	—	721	15	—	802	10	1		
—	—	—	1,076	16	6	1,015	3	—	16	6	6	825	3	—	234	17	2		
—	—	—	454	16	—	450	16	—	4	4	—	515	6	—	202	11	3		
225	—	—	247	15	6	298	—	6	2	7	—	532	18	—	400	16	6		
143	—	—	247	18	6	287	3	6	3	14	6	625	10	—	116	1	2		
1,348	9	—	3,433	9	6	3,038	3	—	27	14	6	4,096	7	2	186	2	7		
162	14	—	101	16	—	79	3	—	2	6	6	282	12	—	1,115	9	3		
160	—	—	547	6	6	158	18	—	4	16	—	731	16	1	119	7	1		
184	—	—	498	15	—	128	15	—	7	18	—	387	—	—	90	8	2		
488	5	—	503	9	6	171	13	—	4	11	6	459	17	3	66	14	5		
303	5	—	192	12	—	154	6	6	1	7	6	337	10	—	123	7	8		
306	5	—	80	3	—	68	18	6	3	12	—	299	2	—	67	7	5		
315	—	—	170	16	—	135	1	—	—	10	6	505	11	—	126	5	10		
188	15	—	531	10	6	235	8	—	5	5	6	949	13	6	22	10	5		
183	15	—	401	7	—	380	6	—	3	12	—	585	18	—	185	8	2		
105	5	—	84	16	6	147	—	6	2	3	—	325	—	—	88	19	—		
114	—	—	78	3	—	74	1	6	1	3	—	310	—	—	99	15	3		
72	—	—	181	6	—	219	16	6	2	3	—	410	—	—	82	8	8		
84	—	—	54	11	6	100	3	—	2	3	—	332	3	—	80	2	3		
—	—	—	2,619	17	—	2,330	11	—	—	16	6	5,568	—	—	84	13	3		
—	—	—	—	—	—	—	—	—	27	19	6	—	—	—	89	9	—		
5,392	12	—	13,470	17	6	11,800	13	6	161	18	—	21,066	9	5	4,514	7	11		
								TOTAL				TOTAL				TOTAL			
								30,826				1				6,822			
																6			
																9			
																3			
																1			
																9			
																3			
																1			
																7			
																17			
																4			

9,120 17 8

* The amount of remuneration payable for the Year 1855 to the Officers of Customs who act as Shipping Masters at the Minor Ports for the additional duties imposed upon them is not included in the above amount, the payment not having yet been made.

MERCANTILE MARINE FUND.

1865.

AN ACCOUNT of the MERCANTILE MARINE
FUND under the Act 17 & 18 Vict. cap. 104,
showing the BALANCE of CASH and AMOUNT of
EXCHEQUER BILLS held on 1 January 1865,
with the INCOME and EXPENDITURE from that
Period to 31 December 1865.

(Presented pursuant to Act of Parliament.)

Ordered, by The House of Commons, to be Printed,
2 May 1866.

196.

Under 1 oz.

MERCHANT SEAMEN'S FUND.

ACCOUNT of the RECEIPT and EXPENDITURE under the SEAMEN'S FUND
WINDING-UP ACT, from 1st January to 31st December 1855; with an
ACCOUNT of the Sums Received and Paid for the Wages and Effects of
deceased Seamen in the Year 1855.

(Pursuant to Acts 14 & 15 Vict. c. 102, s. 59, and 17 & 18 Vict. c. 104, s. 202.)

Ordered, by The House of Commons, to be Printed,
21 April 1856.

FUND WINDING-UP ACT, from 1st January to 31st December 1855.

P A Y M E N T S.		£.	s.	d.	£.	s.	d.
By Amount paid for Pensions, including the sum of 514 <i>l.</i> 10 <i>s.</i> , granted by way } of Annuity to the late Officers of the Trustees, whose offices were abolished }		62,880	1	11			
By Amount paid for Commutation of Pensions - - - - -		2,394	15	-			
					65,274	16	11
By Amount paid for Salaries and Charges of Management - - - - -		-	-	-	476	8	2
By Amount paid into Her Majesty's Exchequer, being for the voluntary Con- } tributions received in the Years 1852, 1853, and 1854, from Masters and } Seamen - - - - -		-	-	-	18,731	2	3
By Balance in hand 31st December 1855 - - - - -		-	-	-	38,180	-	9
PARTICULARS OF THE ABOVE BALANCE.							
Cash in the hands of Her Majesty's Paymaster-general - - - - -		52,161	12	4			
Amount due from the Mercantile Marine Fund for Voluntary Contributions -		1,014	12	11			
	£.	53,176	5	3			
Less, Balance owing to the Secretary-at-War for Amount } paid for Pensions and Expenses to 31st December 1855 }	£. s. d.	14,718	11	11			
Less, Amount owing to the Officers of the late Trustees -	277 12 7	14,996	4	6			
	£.	38,180	-	9	122,662	8	1

Board of Trade, 17 April 1856.

James Booth.

H. R. Williams,
Accountant.

ACCOUNT RELATING TO RECEIPT AND EXPENDITURE

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Granted in the Years 1854 and 1855.

Rate of Pension.	CLASS OF PENSIONERS.	1854.		1855.	
		Number.	Amount.	Number.	Amount.
£. s. d.			£. s. d.		£. s. d.
6 16 -	Masters - - - - -	233	1,584 8 -	264	1,795 4 -
3 8 -	Seamen - - - - -	356	1,210 8 -	414	1,407 12 -
4 8 -	Widows of Masters - - - - -	259	1,139 12 -	200	880 - -
2 4 -	Widows of Seamen - - - - -	652	1,434 8 -	531	1,168 4 -
2 4 -	Children of Masters - - - - -	344	756 16 -	218	479 12 -
1 2 -	Children of Seamen - - - - -	818	899 16 -	639	702 18 -
		2,662	7,025 8 -	2,266	6,433 10 -

COMPARATIVE STATEMENT of the NUMBER and AMOUNT of the whole of the PENSIONS, and of each CLASS of PENSIONS, Expired in the Years 1854 and 1855.

CLASS OF PENSIONERS.	1854.		1855.	
	Number.	Aggregate Amount of Pensions.	Number.	Aggregate Amount of Pensions.
		£. s. d.		£. s. d.
Masters - - - - -	119	601 11 -	131	632 7 -
Seamen - - - - -	468	1,596 1 -	547	1,458 19 -
Widows of Masters - - - - -	150	522 12 6	123	510 - -
Widows of Seamen - - - - -	627	1,225 13 -	774	1,196 7 -
Children of Masters - - - - -	377	638 13 -	236	646 5 -
Children of Seamen - - - - -	701	676 13 6	797	761 4 -
	2,442	5,261 4 -	2,608	5,205 2 -

COMPARATIVE STATEMENT of the NUMBER of PENSIONERS upon the FUND on the 31st December 1854 and 31st December 1855; distinguishing between Men, Women, and Children, and between different Scales of Pensions, and the Total Amount of Pensions of each Class.

CLASS OF PENSIONERS.	1854.		1855.	
	Number.	Aggregate Amount of Pensions.	Number.	Aggregate Amount of Pensions.
		£. s. d.		£. s. d.
Masters - - - - -	1,427	7,772 12 4	1,560	8,825 1 3
Seamen - - - - -	4,123	12,837 2 4	3,990	12,672 5 4
Widows of Masters - - - - -	3,754	12,299 9 4	3,831	13,141 9 2
Widows of Seamen - - - - -	8,764	17,805 9 11	8,521	17,370 1 8
Children of Masters - - - - -	2,884	4,890 9 8	2,866	5,004 12 11
Children of Seamen - - - - -	5,620	5,771 1 2	5,462	5,537 2 2
	26,572	61,376 4 9	26,230	62,550 12 6

AN ACCOUNT of the PROPERTY and MONIES held by the TRUSTEES of the MERCHANT SEAMEN'S FUND, at the under-mentioned PORTS, for Special Purposes distinct from the General Purposes of the FUND, and the Receipt and Expenditure for the same, for the Year 1855.

Sunderland - - -	Freehold Ground in Assembly Garth, whereon are built several Houses and a Seamen's Hall; also 13 Houses in Trafalgar-square, Sunderland, subject to a ground-rent of 5 <i>l.</i> per annum. Cash received for Rent of 12 <i>s.</i> per annum from the Inmates, and sundry other Receipts (including last year's balance of 38 <i>l.</i> 16 <i>s.</i>), 146 <i>l.</i> 1 <i>s.</i> 11 <i>d.</i> Cash paid for Ground-rent, Insurance, Repairs, Water-rate, and Sundries, 55 <i>l.</i> 14 <i>s.</i> 10 <i>d.</i> Leaving a Balance in the hands of the Trustees of 90 <i>l.</i> 7 <i>s.</i> 1 <i>d.</i>
Rye - - -	Three Leasehold Cottages, subject to a Ground-rent of 13 <i>s.</i> 4 <i>d.</i> per annum. Cash received for Rent of 40 <i>s.</i> per annum, including last year's balance, 7 <i>l.</i> 11 <i>s.</i> 2 <i>d.</i> Cash paid for Ground-rent and Repairs, 4 <i>l.</i> 1 <i>s.</i> 11 <i>d.</i> Balance in hands of Trustees, 3 <i>l.</i> 9 <i>s.</i> 3 <i>d.</i>
Boston - - -	Nine Almshouses. Cash received for Rent from Inmates, 8 <i>l.</i>, and Balance in hand last year, 5 <i>d.</i>; Total, 8 <i>l.</i> 0 <i>s.</i> 5 <i>d.</i> Cash paid for Insurance, Water-rate, and Repairs, 6 <i>l.</i> 15 <i>s.</i> 6 <i>d.</i> Balance in hands, in favour of the Trustees, 1 <i>l.</i> 4 <i>s.</i> 11 <i>d.</i>
Scarborough - - -	Sixty-seven Dwellings, or Buildings, called the Seamen's Hospital and Trinity House. Bequest of 837 <i>l.</i>, 3½ per Cent. Annuities. Cash received for Dividends and a Legacy of 10 <i>l.</i>, 33 <i>l.</i> 16 <i>s.</i> 2 <i>d.</i> Cash paid to Inmates of the Houses, 26 <i>l.</i> 0 <i>s.</i> 3 <i>d.</i>; Repairs, Insurance, and Expenses (including 14 <i>l.</i> 14 <i>s.</i> 8 <i>d.</i>, balance due to the Trustees last year), 40 <i>l.</i> 8 <i>s.</i> 5 <i>d.</i>; together, 66 <i>l.</i> 8 <i>s.</i> 8 <i>d.</i> Balance due to the Trustees, 32 <i>l.</i> 12 <i>s.</i> 6 <i>d.</i>
Whitby - - -	Fifty Tenements, called Seamen's Hospital Houses. Bequest of 300 <i>l.</i>, 3 per Cent. Consols. Also, 130 <i>l.</i> 1 <i>s.</i> 2 <i>d.</i>, 3½ per Cent. Annuities. Cash received for Rent and Dividends (including 3 <i>l.</i> 15 <i>s.</i> 3 <i>d.</i>, last year's balance), 26 <i>l.</i> 2 <i>s.</i> Cash paid, Insurance, Repairs, and Coals distributed to Inmates, 24 <i>l.</i> 7 <i>s.</i> 5 <i>d.</i> Balance in the hands of the Trustees, 1 <i>l.</i> 14 <i>s.</i> 7 <i>d.</i>
Liverpool - - -	1,600 <i>l.</i> Bonds of the Corporation of the Town of Liverpool, received from the Committee of the Nelson Fund. Cash received for Interest on Bonds, including 36 <i>l.</i> 13 <i>s.</i> 10 <i>d.</i> for last year's Balance, and return of Income tax, 104 <i>l.</i> 5 <i>s.</i> 10 <i>d.</i> Cash paid to 14 Masters, 9 Widows, and one orphan of Seamen, 75 <i>l.</i> Balance in the hands of the Trustees, 29 <i>l.</i> 5 <i>s.</i> 10 <i>d.</i>

SOUND DUES.

RETURN to an Order of the Honourable The House of Commons, dated 30 May 1856;—for,

RETURN " of the NUMBER of VESSELS, specifying the different Nations, and the Aggregate Tonnage of each Flag or Nation, which passed the Sound at *Elsinore*, for the Years 1845 to 1854, inclusive."

NATIONALITY of VESSELS.	1845.		1846.		1847.		1848.		1849.		1850.		1851.		1852.		1853.		1854.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	3,643	-	4,407	-	5,300	-	6,721	1,157,130	6,876	1,183,838	5,464	939,725	4,794	845,371	3,902	-	4,665	-	2,032	-
Danish	1,254	-	1,347	-	1,830	-	1,241	-	1,154	-	1,285	-	1,538	-	1,464	-	2,095	-	1,899	-
Norwegian	2,122	-	2,479	-	2,808	-	1,997	-	2,888	-	2,545	-	2,887	-	3,020	-	3,393	-	3,328	-
Swedish	1,607	-	1,839	-	2,087	-	1,951	-	2,175	-	2,028	-	2,303	-	2,100	-	2,607	-	2,583	-
Russian	815	-	899	-	820	-	981	-	1,200	-	1,159	-	1,009	-	946	-	1,202	-	166	-
Prussian	3,105	-	3,580	-	3,342	-	1,281	-	1,363	-	2,400	-	2,691	-	2,319	-	3,487	-	3,095	-
Austrian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-
Mecklenburg	986	-	1,177	-	1,213	-	307	-	338	-	1,014	-	1,059	-	771	-	1,103	-	873	-
Lübeck	109	-	105	-	119	-	60	-	40	-	103	-	129	-	136	-	139	-	111	-
Hamburg	22	-	37	-	45	-	10	-	8	-	38	-	79	-	46	-	73	-	61	-
Bremen	32	-	63	-	73	-	11	-	6	-	31	-	33	-	22	-	36	-	11	-
Oldenburg	128	-	164	-	258	-	55	-	74	-	216	-	203	-	183	-	230	-	79	-
Hanoverian	778	-	986	-	1,150	-	227	1,487,318	365	1,776,348	511	1,459,853	737	2,510,070	545	-	743	-	497	-
Dutch	874	-	1,278	-	1,647	-	1,689	-	1,975	-	1,833	-	2,002	-	1,691	-	1,875	-	1,460	-
Belgian	8	-	6	-	13	-	9	-	13	-	6	-	6	-	2	-	22	-	11	-
French	319	-	214	-	480	-	149	-	365	-	317	-	289	-	283	-	345	-	81	-
Spanish	8	-	6	-	10	-	8	-	4	-	4	-	-	-	6	-	4	-	-	-
Portuguese	-	-	-	-	10	-	-	-	3	-	3	-	-	-	2	-	18	-	12	-
Italian	58	-	43	-	50	-	20	-	56	-	61	-	41	-	48	-	50	-	23	-
American (United States)	80	-	60	-	81	-	140	-	120	-	103	-	131	-	76	-	96	-	46	-
South American	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-
Greek	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-
Total	15,950	-	18,710	-	21,536	-	16,857	2,644,448	18,960	2,960,286	19,121	2,399,578	19,944	3,359,641	17,563	-	21,586	-	16,368	-

Note.—This Return is compiled from the annual returns furnished by Her Majesty's Consul at *Elsinore*, and it is stated that the tonnage of vessels passing the Sound cannot be more generally specified.

A. W. FONDLANGUE.

Statistical Department, Board of Trade,
5 June 1856.

SOUND DUES.

RETURN of the NUMBER of VESSELS, specifying
the different Nations, and the Aggregate
Tonnage of each Flag or Nation, which passed
the Sound at *Elsinore*, for the Years 1845 to
1854, inclusive.

(*Mr. Bramley-Moore.*)

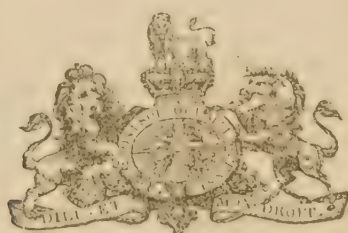
*Ordered, by The House of Commons, to be Printed,
6 June 1856.*

REPORT
TO THE BOARD OF TRADE
CONTAINING
AN ABSTRACT OF THE RETURNS
OF
WRECKS AND CASUALTIES
ON OR NEAR THE
COASTS OF THE UNITED KINGDOM,

From 1st January to the 31st December 1855 ;

WITH
A STATEMENT of the NUMBER of LIVES LOST and SAVED, and of the AMOUNTS
GRANTED out of the Mercantile Marine Fund as Rewards for the Salvage
of Life, and for Contributions towards the Maintenance of Life Boats,
during the same Period.

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:
PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.
FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

The Total Number of Wrecks and Casualties reported to have occurred to Vessels on the Coasts of the United Kingdom in 1855 is 1141,

representing a Burthen of 176,544 Tons;

963 being British, 11 Colonial, and 116 Foreign.

Of which Number were

Totally lost by Wreck	-	-	-	-	-	272
Stranded and recovered	-	-	-	-	-	246
Stranded (but whether Total or Partial Loss not reported)	-	-	-	-	-	167
Totally lost in Collision	-	-	-	-	-	55
Seriously damaged in Collision	-	-	-	-	-	178
Slightly damaged in Collision	-	-	-	-	-	14
Leaky and Foundered	-	-	-	-	-	49
Leaky and put back to discharge and repair	-	-	-	-	-	47
Destroyed by Fire	-	-	-	-	-	14
Found "Derelict"	-	-	-	-	-	19
Dismasted and otherwise damaged	-	-	-	-	-	49
Abandoned	-	-	-	-	-	20
Capsized and sunk	-	-	-	-	-	9
Seriously damaged by Spontaneous Combustion of Cargo	-	-	-	-	-	2
						<u>1,141</u>

Of these—

576	occurred on the East Coast	} of Great Britain.
251	" " West Coast	
117	" " South Coast	
127	" " Irish Coast.	
10	" off the Scilly Islands.	
6	" " Channel Islands.	
34	" " Northern Islands; viz., Orkneys, Shetland, and Hebrides.	
13	" " Isle of Man.	
7	" " Lundy Island.	

1,141

Of which the Number reported to have been stranded on the various Sands and Banks were,—7 on the Scroby; 4 on the Kentish Knock; 4 on Whitburn Steel; 1 on N. Bishops; 3 on West Hoyle; 1 on the Sunk; 1 on Long Sand; 2 on Dogger Bank; 3 on the Barber; 1 on the Balls; 3 on the Gaa; 3 on the Shipwash; 6 on the Hasboro'; 1 on the N. Bull; 1 on the S. Bull; 16 on the Goodwin; 4 on the Gunfleet; 1 on the Hook; 4 on the Brake; 1 on the Langham; 2 on the Middleton; 2 on the Maplin; 1 on the Nore; 3 on the Barnard; 2 on Hubberstone Pill; 2 on the Pye; 5 on the Newcome; 3 on Cardiff Sands; 1 on the Barrow; 3 on the Blacktail; 2 on the Swin; 1 on the Wainfleet; 2 on Tetney Sand; 3 on the Galloper; 1 on the Knowle; 1 on the Tongue; 1 on Hayle Sand; 1 on the Coatham; 2 on Burbo Bank; 1 on N. Spit; 3 on the Nash; 1 on the Blakeney; 2 on Arklow Bank; 2 on the Rose; 6 on Donna Nook; 3 on the Owers; 2 on the Stanton; 2 on the Herd; 2 on the Holm; and 4 on the Leman.

The Number of Casualties in each Month was,—

January	-	-	102	May	-	-	58	September	-	-	64
February	-	-	113	June	-	-	33	October	-	-	134
March	-	-	93	July	-	-	41	November	-	-	176
April	-	-	43	August	-	-	54	December	-	-	230

Of the whole Number of Vessels wrecked or damaged,—

541	were under 100 Tons.
496	" 100 and not exceeding 300 Tons.
67	" 300 " " 600 Tons.
27	" 600 " " 900 Tons.
4	" 900 " " 1,200 Tons.
6	" 1,200 and upwards.
34	of the Number were Steam Vessels.

FREIGHTS.

Manure and Oilcake	-	-	22	Timber or Bark	-	-	45
Iron, Ironstone, or Copper Ore	-	-	44	Fruit or Potatoes	-	-	11
Grain, Oatmeal, or Flour	-	-	85	Passengers	-	-	17
Cotton	-	-	4	Coals	-	-	229
Salt	-	-	22	Colliers in Ballast	-	-	81
General Merchandise	-	-	125	Other Ships in Ballast	-	-	90
Clay	-	-	12	Fishing Smacks	-	-	16
Stone, Lime, Slate, or Bricks	-	-	28	Unknown	-	-	310

Number of Wrecks in 1852—1,015; in 1853—832; in 1854—987; in 1855—1,141.

Wrecks reported in 1855 show an Increase of 12·4 per Cent. as compared with 1852.
of 37·1 per Cent. " " 1853.
of 15·6 per Cent. " " 1854.

This Increase in all probability arises, in part at any rate, from the Facility with which Returns are now obtained from Inspecting Commanders of Coast Guard and Receivers of "Wreck" under the "Merchant Shipping Act, 1854."

The Number of Lives reported as saved from wrecked Vessels was:—

By Luggers and other small Craft	-	-	-	-	439
By Assistance from Shore with Ropes, Mortar Apparatus, &c.	-	-	-	-	399
By Ships and Steam Vessels	-	-	-	-	290
By Life Boats	-	-	-	-	251
By individual Exertion of a meritorious Character	-	-	-	-	9
					1,388

In 1855 the Total Number of Lives lost was 469.

In 1854 the Total Number of Lives lost was 1,549; in 1853—689; in 1852—920.

The Number of Collisions reported is greatly on the Increase; being 247 against 94 registered in 1854; 73 in 1853; and 57 in 1852. This Increase is perhaps attributable, in part at any rate, to the same Cause as that of the Number of Wrecks above mentioned.

The Wreck Experience of the Year 1855 has been extremely favourable to Life; the Number lost being 451 less than 1852, 220 less than 1853, and 1,080 less than 1854; the only Casualty of Magnitude being the Ship "John" off the Manacles on 3d May, by which 191 Lives were lost. 6 Lives were also lost in the "Stranger" on the Barber Sand; 8 in "Maria Branson" off Bude; 21 in the "Morna" on the North Bishops; 6 in "John Bannerman," Carnarvon Bay; 8 in "Ampulla" off Beech Haven; 5 in "Sovereign" off Holmpton; 6 in the "Commercial" off Flamborough Head; 8 in "Brailsford" on West Hoyle; 12 in "Enchantress" off Dungeness; 7 in "Echo" off Bardsey; 6 in "Charlotte and Mary" off Aldboro'; 5 in the "Charles" off Whitby; 18 in the "Will-o'-the-Wisp" off Burn Rocks; 6 in "Hero" off Youghal; 10 in "Emehiden" off Cape Wrath; 13 in Haddock Boat off Mabray Head.

By the 459th Section of the "Merchant Shipping Act, 1854," Salvage for Life is paid in priority to all other Claims for Salvage, and the Board of Trade are empowered to grant Remuneration out of the Mercantile Marine Fund to Persons saving Life where the Salvage is insufficient; and by the 418th Section they are also empowered to grant Sums for the establishing and maintaining Life Boats, with the necessary Crews and Equipments, on the Coast of the United Kingdom. Under the above Powers the Board has granted the following Sums during the past Year:—

Through the National Life Boat Institution.

	£	s.	d.
For Payment of Crews of Life Boats	-	-	-
For Rewards to Crews of Life Boats	-	-	-
For Rewards to Fishermen and others for saving Life	-	-	-
	571	3	8
	141	10	6
	325	12	6

By the Board of Trade direct.

For Payment of Crews of Life Boats	-	-	-	-	11	0	0
For Rewards to Crews of Life Boats	-	-	-	-	60	0	0
For Rewards to Fishermen and others for saving Life	-	-	-	-	68	0	0
For Gratuity to the Widow of Thos. Coble, who lost his Life in the Attempt to rescue the Crew of the Swedish Brig "Vesta"	-	-	-	-	50	0	0
For Gratuity to the Widow of Henry Holmes, who lost his Life in the "Spurn" Life Boat	-	-	-	-	10	0	0

	£	s.	d.
Total Amount paid to Life Boats during the Year	582	3	8
Total Amount as Rewards for saving Life	655	3	0

£ 1,237 6 8

MY LORDS,

Board of Trade, February 6, 1856.

I HAVE the honour to lay before you the accompanying Report relating to Wrecks and Casualties on or near the Coasts of the United Kingdom for the Year 1855.

I have the honour to be,

My Lords,

Your most obedient servant,

To the Lords of the Committee
of Privy Council for Trade.

R. ROBERTSON,
Surveyor General.

REPORT TO THE BOARD OF TRADE

CONTAINING

AN ABSTRACT OF THE RETURNS

OF

WRECKS and CASUALTIES on or near the COASTS
of the UNITED KINGDOM, from 1st January to
the 31st December 1855; with a Statement of
the Number of Lives Lost and Saved, and of
the Amounts granted out of the Mercantile
Marine Fund as Rewards for the Salvage of
Life, and for Contributions towards the Main-
tenance of Life Boats, during the same Period.

Presented to both Houses of Parliament by
Command of Her Majesty.

LONDON:

Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty,
For Her Majesty's Stationery Office.

WRECK CHART

OF

THE BRITISH ISLES

For 1855,

Compiled from the Board of Trade Register ;

SHOWING ALSO

THE PRESENT LIFE BOAT STATIONS.

*To be attached to "Report to the Board of Trade, containing an Abstract of the Returns
" of Wrecks and Casualties on or near the Coasts of the United Kingdom from
" 1st January to 31st December 1855."*

Presented to both Houses of Parliament by Command of Her Majesty.



LONDON:

PRINTED BY GEORGE EDWARD EYRE AND WILLIAM SPOTTISWOODE,
PRINTERS TO THE QUEEN'S MOST EXCELLENT MAJESTY.

FOR HER MAJESTY'S STATIONERY OFFICE.

1856.

WRECK CHART
OF THE
BRITISH ISLES

FOR
1855.

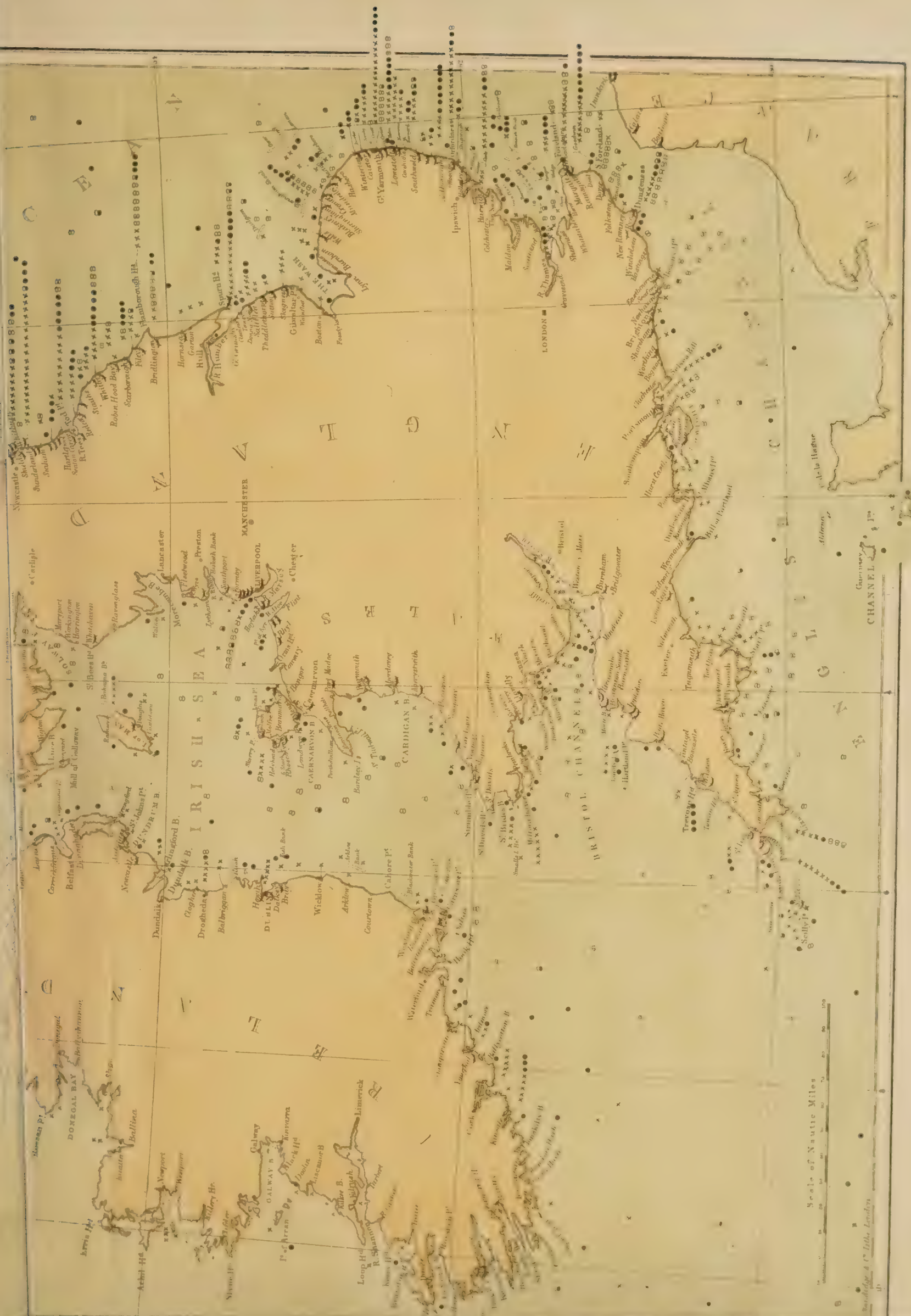
Compiled from the *Old Lot Register!*

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS

SYMBOLS.

- Signifies total loss by stranding or otherwise.*
The dots in the open sea represent vessels that have foundered or are missing
Signifies Vessels seriously damaged. Had to discharge.
" Vessels in collision with serious damage.
" Vessels in collision with total loss.
The arrows point to the spot at, or near, which the accident occurred, or the port to which the damaged vessel returned for repairs &c.&c.
Represents a life-boat.





Scale of Nautical Miles

London

Ordered by the House of Commons to be printed

Henry Murray Printer

WRECK CHART
OF
THE BRITISH ISLES

For 1855,

Compiled from the Board of Trade Register ;

SHOWING ALSO

THE PRESENT LIFE BOAT STATIONS.

To be attached to " Report to the Board of Trade,
" containing an Abstract of the Returns of Wrecks
" and Casualties on or near the Coasts of the United
" Kingdom from 1st January to 31st December 1855."

Presented to both Houses of Parliament by Command of
Her Majesty.



LONDON:
Printed by GEORGE E. EYRE and WILLIAM SPOTTISWOODE,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

HARBORS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons,
dated 31 March 1856 ;—for,

DETAILED STATEMENT “relative to HARBORS of REFUGE; showing, the Total Estimated Cost of the Works proposed; the Sums already Voted by Parliament for each Harbor; the Amount required to be Voted in the present Year, ending the 31st day of March 1857; and the Sums that will remain necessary for the Completion of the Works:”

“And, Copies of REPORTS of the ENGINEERS in Charge of the Works, for the Four Quarters of the Year ending the 31st day of March 1856 (in continuation of Parliamentary Paper, No. 169, of Session 1855).”

[N.B.—The Papers printed for The House, No. 455 of 1850, No. 520 of 1851, No. 274 of 1852, No. 304 of 1853, No. 276 of 1854, and No. 169 of 1855, contain full particulars of these Harbors up to 31 March 1855.]

Ordered, by The House of Commons, to be Printed, 31 March 1856.

ACCOUNT showing Total Estimated Cost of the Works; Sums already Voted; Sums Estimated for the Year 1856–57; and Balance necessary for Completion.

HARBORS.	Total Estimate.	Total Amount of Votes.	Vote required for 1856–7.	Subsequent Votes required to complete the Works.	REMARKS.	Reports of Engineers.
	£.	£.	£.	£.		Page
1. Dover - - -	(¹) 650,000	278,000	34,000	338,000	- - The new works have been let to the same contractors as before, and are proceeding satisfactorily.	2 to 5
2. Harwich - - -	125,000	125,000	* 7,000	- nil -	- - - - -	6 to 9
3. Alderney - - -	(²) 1,300,000	472,000	90,000	738,000	- - An extended scheme having been approved by the Board of Admiralty, the Estimate has been increased accordingly.	10 to 13
4. Jersey - - -	700,000	295,000	10,000	395,000	- - - - -	14 to 17
5. Portland (Harbor and Breakwater).	(³) 588,959	555,000	† 92,000	- nil -	- - The works are under contract, and progressing satisfactorily.	18 to 21

(¹) This sum includes the pier, 800 feet long, at Cheeseman’s Head, and the extension of it to 1,800 feet.
 (²) This sum includes the extended scheme approved of by the Board of Admiralty.
 (³) This includes the sum of 30,000 l. for the purchase of 474 acres on the shore of the bay, quarries, &c.
 * This amount is for the removal of shoals and covered rocks in Harwich Harbor, not included in the original Estimate.
 † In this amount is included a sum of 20,000l. for works in connexion with a coaling and watering establishment, and the purchase of a spring of water, not comprehended in the original Estimate.

Whitehall, Treasury Chambers,
31 March 1856.

JAMES WILSON.

1.—D O V E R.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1855.

Sir,

23, Great George-street, 2 July 1855.

THE foundation courses of the pier have been extended to 892 feet from the commencement of the pier, being an advance of 11 lineal feet during the past quarter.

The surface of the chalk being still of inferior quality, it has been necessary to sink the masonry a considerable depth into it to obtain a good foundation.

An average length of 50 feet of the pier has been raised to the level of 11 feet below low-water spring-tides, the foundation on both sides having been laid at the level of 41 feet below low-water spring-tides.

Nine hundred tons of granite have been delivered upon the works.

Preparations are being made for a further extension of the staging.

The daily average number of men employed upon the works has been 118.

Certificates to the amount of 2,500 *l.* have been granted to Messrs. Lee, the contractors, during the past quarter, making the total sum certified since the commencement of the works for the first and second contracts, 203,500 *l.*

We have, &c.

(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30 June 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Foremen, &c.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeeper and Watchmen.	Labourers.	
Breakwater from Cheese- man's Head, 1,800 feet long.	Oct. 1847	- - First con- tract, 800 feet, October 1854.	650,000	34,000	2,500	203,500	6	25	5	6	3	2	2	69	
	Nov. 1854	- - Second con- tract, 1,000 ft., Nov. 1864.													

23, Great George-street, 2 July 1855.

(signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1855.

Sir, 23, Great George-street, 10 October 1855.

THE foundation courses have been extended to 920 feet from the commencement of the pier, being an advance of 28 feet during the past quarter. The progress of this portion of the work has been retarded from the necessity of removing a large quantity of soft material before the foundation could be laid.

An average length of 75 feet of the extension contract is now raised to within eight feet of low-water spring-tides; and in advance of this an average length of 35 feet is raised to the level of six feet above the foundations, which are being laid 43 feet below low-water spring-tides.

An additional length of 75 lineal feet of staging has been erected during the quarter, and 1,000 tons of granite have been delivered on the works.

The average number of men employed upon the works has been 138.

Certificates, amounting to 7,500*l.*, have been granted to Messrs. Lee, the contractors, during the past quarter, making the total amount certified since the commencement of the works 211,000*l.* for the first and second contracts.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men employed Daily.							
							Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeeper and Watchmen.	Labourers.
Breakwater from Cheese- man's Head, 1,800 feet long.	Oct. 1847	- - First con- tract, 800 feet, October 1854.	£. 650,000	£. 34,000	£. 7,500	£. 211,000	6	25	5	9	4	2	2	35
	Nov. 1854	-- Second con- tract, 1,000 feet, Novem- ber 1864.												

23, Great George-street, 10 October 1855. (signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1855.

Sir,

23, Great George-street, 11 January 1856.

THE advance made with the foundation of the pier during the past quarter has been seven feet. A portion of the work previously founded, extending 40 feet beyond the outer end of the first contract, has been raised to within two feet six inches of low water.

Five hundred tons of stone have been delivered upon the works, and 1,100 cubic yards of concrete blocks have been made during the past quarter.

The daily average number of men employed during the quarter has been 124.

The progress of the works has been retarded by rough weather. A very severe gale from the south-west occurred on the 25th and 26th of October, and carried away 240 lineal feet of the contractor's temporary staging. A length of 50 feet has since been re-erected.

Certificates amounting to 5,000 have been granted to Messrs. Lee, the contractors, during the past quarter, making the total amount certified for the first and second contracts 216,000 *l*.

Summary for 1855.

The foundation of the pier has been extended 76 lineal feet during the year.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men employed Daily.							
							Foremen, &c.	Masons and Divers.	Millwrights.	Smiths.	Sawyers.	Carpenters.	Timekeepers and Watchmen.	Labourers.
Breakwater from Cheese- man's Head, 1,800 feet long.	Oct. 1847	-- First con- tract, 800 feet, October 1854.	£.	£.	£.	£.								
	Nov. 1854	-- Second con- tract, 1,000 feet, Novem- ber 1864.	650,000	34,000	5,000	216,000	7	15	5	3	2	10	2	80

23, Great George-street, 11 January 1856.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1856.

Sir,

23, Great George-street, 1 April 1856.

THE masonry of the pier for an average length of 38 feet has been raised from the level of 5 feet 6 inches below low water to 25 feet above that level during the past quarter. The staging has been extended 50 lineal feet; 750 tons of granite and Portland stone have been delivered on the works, and 1,700 cube yards of concrete blocks have been made.

The average number of men employed upon the works during the quarter has been 129.

Certificates amounting to 6,000*l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified for the first and second contracts 222,000*l.*

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeeper and Watchmen.	Labourers.
Breakwater from Cheeseman's Head, 1,800 feet long.	£.		£.	£.	£.	£.								
	Oct. 1847	-- First contract, 800 feet, October 1854.	560,000	34,000	6,000	222,000	6	12	5	9	4	2	2	89
	Nov. 1854	-- Second contract, 1,000 ft., Nov. 1864.												

23, Great George-street, 1 April 1856.

(signed) *Walker, Burges, & Cooper.*

2.—H A R W I C H.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1855.

Sir,

23, Great George-street, July 1855.

THE progress of the dredging operations at Harwich has been delayed, partly by the dredger being out of repair, and partly by the continuance of easterly gales, which has prevented any dredging being performed at the Outer Shoal. The quantity of material raised from the Guard Shoal during the past quarter has been 12,000 cubic yards.

Several divers have been employed in blasting and raising the rocks found in the Channel.

The average number of men engaged in dredging and diving operations during the past quarter has been 43.

No certificates have been granted to Messrs. Lee, the contractors, since our last Report. The total amount certified since the commencement of the works on account of the first contract is 54,500 *l.*, and on account of the dredging at the Outer and Guard Shoals 6,500 *l.*, as before stated.

Landguard Point.

No survey of Landguard Point has been made since our last Report.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified upon present Contract for Dredging, from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Foremen.	Engine Drivers.	Divers.	Stokers.	Mechanical Engineer.	Smiths.	Carpenters.	Storekeeper.	Labourers.
Deepening Harbor	June 1848	June 1853	£. 125,000	£. Nil	£. Nil	£. 54,500	3	2	14	2	1	4	2	1	14

23, Great George-street, 2 July 1854.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1855.

Sir,
23, Great George-street, 10 October 1855.
THE removal of the rocks found in the East Channel, has (with one exception, to the north of the Glutton) been effected since our last Report. There is now a fair course into the Harbor, with a depth of 18 feet at low-water of spring-tides.

But little progress has been made with the removal of the Guard and Outer Shoals, owing to the boiler of the dredger having been out of repair, and also to the exposed position of the Outer Shoal. The total quantity of material raised from these shoals during the past quarter has been 1,500 cubic yards.

The average number of men engaged in dredging and diving operations during the past quarter has been 39.

No certificates have been granted to the contractors since our last Report.

The total amount certified on account of the first contract is 54,500 £., and on account of the Outer and Guard Shoals 6,500 £.

Landguard Point.

The sections we have had taken of Landguard Point show that both above and below low water the point has extended 20 yards in a south-westerly direction during the last six months.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount Certified upon present Contract for Dredging from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Clerk, Fore- men, and Store-keeper.	Engine-drivers.	Drivers.	Stokers.	Mechanical Engineer.	Smiths.	Carpenters.	Labourers.
			£.	£.	£.	£.								
Deepening Harbor -	June 1848	June 1853	125,000	- Nil -	- Nil -	54,500	4	2	14	2	1	4	2	10

23, Great George-street, 10 October 1855. Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1855.

Sir,

23, Great George-street, 11 January 1856.

SINCE our last report the rocks found in the East Channel have all been lowered to the contract depth, viz., 18 feet at low-water of spring-tides. The only work at present in hand is the dredging of the eastern portion of the Guard Shoal, the deepening of the Outer Shoal having been discontinued since October, in consequence of its exposed situation.

The total quantity of material raised from the Outer and Guard Shoals in the past quarter has been 13,500 cubic yards.

The average number of men employed in dredging and diving operations during the quarter has been 42.

A certificate, amounting to 2,000 *l.* has been granted to Messrs. Lee, the contractors, on account of the dredging at the Outer and Guard Shoals, making for this work a total of 8,500 *l.*

No certificate has been granted on account of the first contract.

The total amount certified under the first contract is 54,500 *l.*

Summary for Year 1855.

The total quantity of dredging raised during the past year has been 37,000 cubic yards.

Landguard Point.

There has not been much alteration in the beach at Landguard Point since our last Report.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1855.

DESCRIPTION of WORK.	Date when the work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Foremen.	Mechanical Engineer.	Smiths.	Engine Drivers.	Stokers.	Carpenters.	Storekeeper.	Divers.	Labourers.	
Deepening Harbor	June 1848	- - First contract, June 1853.	£. 125,000	£. Nil.	£. First contract, Nil.	£. First contract, 54,500.	3	1	4	2	2	3	1	12	14	
	April 1854	Extension, June 1856.			Extension, 2,000.	Extension, 8,500.										

23, Great George-street, 11 January 1856.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1856.

Sir,

23, Great George-street, 1st April 1856.

THE dredging operations during the past quarter have been confined to the removal of the outer part of the Guard Shoal, from which 13,000 cubic yards have been raised.

The average number of men engaged in dredging during the quarter has been 34.

The contractors, Messrs. Lee & Son, have received a final payment on account of their first contract. The total amount paid them since the commencement of the works is 61,889*l.* 14*s.* 5*d.* No certificate has been granted to Messrs. Lee & Son on account of the dredging at the Outer and Guard Shoals during the past quarter. The total amount certified for this work is at last reported 8,500*l.*

Landguard Point.

The prevalence of easterly winds has caused an extension of Landguard Point in a south-westerly direction of 30 yards, both above and below low water, since our last Report.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified upon present Contract, for Dredging, from Commencement, including present Quarter.	Average Number of Men Employed Daily								
							Foremen.	Mechanical Engineers.	Engine Drivers.	Stokers.	Smiths.	Carpenters.	Storekeeper.	Labourers.	
Deepening Harbor -	June 1848	- - First contract, June 1853.	£. 125,000	£. Nil	£. s. d. First contract, 7,389 14 5	£. s. d. First contract, 61,889 14 5	3	1	2	2	4	4	1	17	
	April 1854	Extension, June 1856.			Extension, Nil.	Extension, 8,500.									

23, Great George-street, 1 April 1856.

(signed) *Walker, Burges, & Cooper.*

3.—ALDERNEY.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1855.

Sir,

23, Great George-street, 2 July 1855.

A COMMENCEMENT was made with the foundation of the walls of the Western Breakwater on the 7th of April, since which time 130 lineal yards of staging have been erected, beyond the end of last season's work.

The Sea-wall has been founded 104 yards in length; of this 82 yards are raised four feet above high water, and 22 yards three feet above low water. The foundation of the Harbor has been extended 105 yards during the past quarter; of this 83 yards have been raised to the level of the coping, and the remainder to the level of three feet above low water.

The hearting between the Sea and Harbor walls has been extended with the walls, and for 82 yards in length is raised four feet above high water.

In addition to the stone used in the works above described, 68,000 tons have been deposited in the base of the Breakwater during the past quarter.

The daily average number of workmen employed has been 837 during the quarter, and 56 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 15,000 *l.*, making a total of 317,054 *l.* since the commencement of the works.

We regret to have to report the death of a mason, from the falling of a stone from the staging of the pier, and of two labourers, from the same cause, at the quarries, since our last Report.

We have, &c.

(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwaters from Grosnez and Château à l'Étoc Points, purchase of land, opening quarries, forming railway, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 15,000	£. 317,054	21	52	267	57	25	12	381	22	56

23, Great George-street, 2 July 1855.

(signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1855.

Sir,

23, Great George-street, 10 October 1855.

SINCE the date of our last Quarterly Report, the foundation of the walls of the Western Breakwater have been extended eastwards 42 yards, their extreme outer ends being now 801 yards from the shore.

The total length of the Sea-wall founded this season has been 146 yards; of this 130 yards have been brought up to the level of 17 feet above high water, and the remaining 16 yards to the level of four feet above high water. The Harbor wall for the same length, namely, 146 yards, is raised four feet above high water, and is ready for the coping.

The hearting between the Sea and Harbor walls, for the same length as the walls, is ready for the pitching.

The necessary protection against the winter storms has been placed at the outer ends of the Sea and Harbor walls.

The Promenade wall has been carried forwards for a length of 125 yards, and raised to a level of seven feet above the plinth.

The base of the Breakwater under low water has been extended seawards. A sufficient quantity of stone is deposited for the foundation of the walls, for a length of 140 yards, in advance of the masonry.

The total quantity of stone delivered on the works during the quarter has been 114,000 tons.

The average number of men employed during the quarter has been 905, and of horses 65.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 29,000 *l.*, making a total of 346,054 *l.* since the commencement of the work.

We regret to have to report the deaths of three quarrymen, during the quarter, by accident, in the Mannez Quarries.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwaters from Grosnez and Château à l'Étoc Points, purchase of land, opening quarries, forming railway, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 29,000	£. 346,054	22	55	274	56	21	10	343	24	65

23, Great George-street, 10 October 1855.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1853.

Sir,

23, Great George-street, 11 January 1856.

THE Sea and Harbor Walls of the Western Breakwater have not been carried further eastward during the past quarter than was stated in last Report, namely, 801 yards from the shore; but 16 yards of Sea-wall have been raised to the level of 20 feet above high water, making a total length of 794 yards of Sea and Harbor Walls complete, except the coping

The Promenade wall is ready for the coping for a length of 793 yards from the shore.

The base of the Breakwater has been extended seawards, and a portion of the stone has been laid down below the level of low water for a distance of 180 yards eastwards of the extreme end of the walls.

The total quantity of stone deposited in the Breakwater during the quarter has been 74,000 tons.

A considerable supply of concrete blocks and dressed stone has been prepared for the next season's work.

There have been several severe gales during the quarter, but the works have not sustained any injury.

The daily average number of men employed during the quarter has been 784, and 51 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 15,000*l.*, making a total of 361,054*l.* since the commencement of the works.

Summary of Year 1855.

Since the beginning of the year the walls and hearting have been advanced on the average 146 lineal yards, and 313,000 tons of stone have been deposited.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31 December 1855.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.								
							Foremen.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
Breakwaters from Grosnez and Châ- teau à l'Étoc Points, purchase of land, opening quarries, forming railway, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 15,000	£. 361,054	22	41	167	51	20	9	457	17	51

23, Great George-street, 11 January 1856.

Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, for Quarter ending 31st March 1856.

Sir, 23, Great George-street, 1 April 1856.

THE distance of the Sea and Harbor Walls from the shore remains as stated in last Report, viz., 801 yards; the length ready for the coping being 794 yards.

The Promenade wall is ready for the coping for a length of 793 yards from the shore.

The total quantity of stone deposited in the base and foreshores below low water, during the last quarter, has been 71,000 tons.

A large quantity of stone has been dressed at the quarries, and a number of concrete blocks have been made for the season's work.

The daily number of workmen employed during the quarter has been 772, and of horses 52.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 10,500 *l.*, making 371,554 *l.* since the commencement of the works.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.									
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.	
Breakwater from Grosnez and Château à l'Étoc Points, pur- chase of land, open- ing quarries, form- ing railway, and depositing stone.	June 1847	- -	£. 1,300,000	£. 90,000	£. 10,500	£. 371,554	22	40	150	54	21	11	447	18	52	

23, Great George-street, 1 April 1856.

(signed) *Walker, Burges, & Cooper.*

4.—JERSEY.

ENGINEERS' QUARTERLY REPORT, from 1st April to 30th June 1855.

Sir,

23, Great George-street, 2 July 1855.

THE parapet of the sea-wall of the Verclut Breakwater has been extended at the outer end 247 lineal yards during the past quarter, and the coping has been set for a length of 249 lineal yards; only 18 lineal yards remain to be executed to complete the masonry of the parapet wall. At the west or inshore end, the parapet has been extended five yards, and finished with a pedestal recording the date of the commencement of the work. The Promenade wall has been extended 49 lineal yards, and is now completed, with the exception of a portion of the alcoves, steps, and coping.

The coping of the Harbor wall, and round the Head, has been laid for a length of 95 lineal yards.

The granite pitching behind the coping has been completed for 83 lineal yards.

The landing steps at the Head have also been completed since our last Report.

7,800 tons of stone have been deposited in the Breakwater during the past quarter.

The daily average number of men employed upon the works has been 118, and of horses 16.

The contractors, Messrs. Jackson & Bean, have received certificates, amounting to 2,500*l.*, during the past quarter; making a total of 192,000*l.* since the commencement of the works.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks and Foremen.	Carpenters and Sawyers.	Masons and Labourers.	Blacksmiths and Labourers.	Platlayer.	Quarrymen and Labourers.	Horse Drivers.	Horses.
Breakwaters from Archirondel and Verclut Points.	June 1847	- -	£. 700,000	£. 10,000	£. 2,500	£. 192,000	12	12	25	8	1	45	16	16

23, Great George-street, 2 July 1855.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st July to 30th September 1855.

Sir, 23, Great George-street, 10 October 1855.

THE parapet of the sea-wall of the Verclut Breakwater has been extended 19 yards, and the coping 46 lineal yards during the quarter.

The masonry of the Head has been completed, and 30 lineal yards of coping set round it to join that on the Harbor wall. The Promenade wall has been completed, with the coping, for a length of 214 lineal yards, together with the alcoves. The pitching of the Quay has been laid for a length of 158 lineal yards, and the surface of the Quay at the back of the pitching has been metalled for a length of 605 lineal yards. The top surface of the Promenade has been gravelled for 438 lineal yards.

Two thousand nine hundred tons of stone have been deposited in the Breakwater during the quarter.

The Verclut Breakwater is now completed, with the exception of the fore-shores, which are in hand.

The daily average number of men employed upon the works has been 124, of horses 10.

Certificates have been granted to the contractors, Messrs. Jackson & Bean, amounting to 2,500 £. during the past quarter, making a total of 194,500 £. since the commencement of the works.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.						
							Clerks, Fore- men, &c.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Platelayer.	Quarrymen and Labourers.	Horses.
Breakwater from Ar- chirondel and Ver- clut Points.	June 1847	- - -	£. 700,000	£. 10,000	£. 2,500	£. 194,500	11	20	15	6	1	61	10

23, Great George-street, 10 October 1855. (signed) Walker, Burges, & Cooper.

ENGINEERS' QUARTERLY REPORT, from 1st October to 31st December 1855.

Sir,

23, Great George-street, 11 January 1856.

The remaining 10 lineal yards of Harbor coping have been set during the past quarter; the granite pitching behind the coping has also been completed. The whole of the masonry of the Verclut Breakwater is now finished; the metalling of the surface of the Quay is finished from 77 yards west of the angle of the Breakwater down to the Head.

The south approach to the Breakwater has been raised level with the coping of the Slipway wall; 3,400 tons of stone have been deposited in the Breakwater during the quarter.

At Archirondel the two timber bridges over the roads leading to the quarries have been removed; a brick arch has been substituted for one of them, and the other opening, not being required any longer, has been filled up.

There have been several gales during the quarter. That on the night of the 25th November, from south by west, was accompanied by a high tide, and a heavy sea broke over the Head. No damage was, however, done, beyond disturbing a portion of the newly-laid metalling.

The daily average number of men employed during the quarter has been 71, and of horses 10.

No certificates have been granted to Messrs. Jackson & Bean, the contractors, during the past quarter.

The total amount certified from the commencement of the works is 194,500 *l*.

Summary for the Year 1855.

Fifty-two lineal yards of the whole part of the sea-wall of the Verclut Breakwater and 265 yards of parapet have been built in the past year. The coping of the Harbor wall has been finished. The Promenade wall has been advanced 109 lineal yards. The total quantity of stone deposited in the works during the year has been 23,700 tons. The masonry of the Verclut Breakwater is now completed.

We have, &c.

(signed) *Walker, Burges, & Cooper.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1855.

DESCRIPTION of WORK.	Date when the Work was Com- menced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commence- ment, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks and Foremen.	Carpenters and Sawyers.	Masons and Labourers.	Smiths and Labourers.	Platelay.	Quarrymen and Labourers.	Horse-drivers.	Horses.
Breakwater from Archi- rondel and Verclut Points.	June 1847	- -	£. 700,000	£. 10,000	£. - Nil -	£. 194,500	10	15	3	3	1	30	9	10

23, Great George-street, 11 January 1856.

(signed) *Walker, Burges, & Cooper.*

ENGINEERS' QUARTERLY REPORT, from 1st January to 31st March 1856.

Sir, 23, Great George-street, 1 April 1856.

DURING the past quarter the Promenade of the Verclut Breakwater has been finished with a covering of gravel; the surface of the Quay has been metalled, as also the north and south approaches to the Breakwater.

A road has been made through the South Quarry, which completes the road from the middle of St. Catherine's Bay to the south approach to the Breakwater. Nothing further remains to be done to the Verclut arm, except the erection of a small lighthouse at its sea termination, the foundation for which is in hand.

The daily average number of men employed upon the works during the quarter has been 31; and of horses, 5.

The contractors, Messrs. Jackson & Bean, have not received any certificates since our last Report. The total amount certified since the commencement of the works is 194,500 l.

We have, &c.
(signed) Walker, Burges, & Cooper.

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st March 1856.

DESCRIPTION of WORK.	Date of Com- mencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks and Foremen.	Carpenters.	Mason.	Smith.	Platelay.	Quarrymen and Labourers.	Horse-drivers.	Horses.
Breakwater from Archirondel and Verclut Points.	June 1847	- -	£. 700,000	£. 10,000	£. - Nil -	£. 194,500	4	2	1	1	1	16	6	5

23, Great George-Street, 1 April 1856. (signed) Walker, Burges, & Cooper.

5.—HARBOR OF REFUGE AND BREAKWATER AT PORTLAND.

STATEMENT of EXPENDITURE and Number of MEN EMPLOYED

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be completed.	Amount of Estimate.	Amount Authorised.	
Quarter ending 30th June 1855:			£.	In the Year	£.
The formation of an inner and outer Breakwater, together 2,500 yards in length, which completely shelters 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards, and 1,290 acres having five fathoms and upwards.	11 August 1847. Contract for 3,000 feet of Breakwater, construction of heads to entrance, and sup- ply of implements and materials for quarries, dated 1st March 1852.	- Time depend- ent on the ap- plication of con- vict labour.	558,959	1846	- - 30,000
			for rubble deposits	1847	- - 40,000
			of Breakwater, ex-	1848	- - 50,000
			clusive of the cost	1849	- - 37,500
			of land along the	1850	- - 37,500
			shores of the bay,	1851	- - 30,000
			for quarries, &c.	1852	- - 50,000
				1853	- - 90,000
				1854	- - 90,000
				1855	- - 100,000
					555,000
			Quarter ending 30th September 1855:		
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will completely shelter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards; and 1,290 acres having five fathoms and upwards.	11 August 1847. Contract for 3,000 feet of Breakwater, construction of heads to entrance, and sup- ply of implements and materials for quarries, dated 1st March 1852.	- Time depend- ent on the ap- plication of con- vict labour in procuring the stone.	558,959	1846	- - 30,000
			for rubble deposit	1847	- - 40,000
			of Breakwater, ex-	1848	- - 50,000
			clusive of the cost	1849	- - 37,500
			of land along the	1850	- - 37,500
			shores of the bay,	1851	- - 30,000
			for quarries, &c.	1852	- - 50,000
				1853	- - 90,000
				1854	- - 90,000
				1855	- - 100,000
					555,000

5.—HARBOR OF REFUGE AND BREAKWATER AT PORTLAND.

for the Four Quarters of the Year ending 31st March 1856.

[illegible]

(continued)

PORTLAND HARBOR AND BREAKWATER—continued. - - - - -

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be completed.	Amount of Estimate.	Amount Authorised.		
Quarter ending 31st December 1855.			£.	In the Year		£.
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will com- pletely shelter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards; and 1,290 acres having five fathoms and upwards.	11 August 1847	- - Time de- pendent upon the application of convict la- bour in procur- ing the stone.	558,959	1846	- -	30,000
	Contract for 3,000 feet of Breakwater, construction of heads to entrance, and supply of imple- ments and materials for quarries, dated 1st March 1852.		for rubble deposits of Breakwater, ex- clusive of the cost of land along the shores of the bay for quarries, &c.	1847	- -	40,000
			1848	- -	50,000	
			1849	- -	37,500	
			1850	- -	37,500	
			1851	- -	30,000	
			1852	- -	50,000	
			1853	- -	90,000	
			1854	- -	90,000	
			1855	- -	100,000	
					555,000	
			Quarter ending 31st March 1856:			
The formation of an inner and outer Breakwater, together 2,500 yards in length, which will com- pletely shelter 2,107 acres of Portland Bay; 1,758 acres having two fathoms and upwards at low-water spring-tides; 1,590 acres having three fathoms and upwards; and 1,290 acres having five fathoms and upwards.	11 August 1847	- - Time de- pendent on the application of convict labour in procuring the stone.	- - Amount of origi- nal Estimate 1846, £. 558,959 for rub- ble-stone deposits, exclusive of build- ing of superstruc- ture, or the deep founding of the heads of the passage as now executed, also exclusive of the purchase of land, Parliamentary and other costs.	1846	- -	30,000
	Contract for 3,000 feet of Breakwater, construction of heads to entrance, and supply of imple- ments and materials for quarries, dated 1st March 1852.		1847	- -	40,000	
			1848	- -	50,000	
			1849	- -	37,500	
			1850	- -	37,500	
			1851	- -	30,000	
			1852	- -	50,000	
			1853	- -	90,000	
			1854	- -	90,000	
			1855	- -	100,000	
					555,000	

- - - - - PORTLAND HARBOR AND BREAKWATER—continued.

Amount Expended during the Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, &c., Employed.	REMARKS.
£.	£.	No.	
Contract works - 19,800	Contract works - 424,880	Foremen - 12	- - The quantity of stone deposited in the Breakwater during the quarter now ended amounts to 98,872 tons, the total quantity to the present date being 2,091,990 tons. The Breakwater is now 4,308 feet beyond the original shore line. The masonry of the East head, with the exception of a few feet at the inner or North end, is now up to the level of the under side of the coping, the setting of which will be commenced forthwith. From the 17th to the 21st December it blew a continuous gale from the south-east—the quarter to which the works are most exposed—and notwithstanding the heavy sea which prevailed during the whole of that time, they sustained no injury.
Convict department and general disbursements - 2,307	Land, stock, and plant, convict charges, and miscellaneous disbursements 107,770	Weighers - 3	
TOTAL for the Quarter - 22,107	TOTAL from commencement - 532,650	Brakesmen - 36	
		Quarrymen - 21	
		Masons and stone-cutters - 23	
		Sawyers - 4	
		Carpenters - 23	
		Smiths - 13	
		Fitters, Engine-drivers, &c. - 25	
		Diver - 1	
		Boatmen - 8	
		Platelayers - 5	
		Labourers, &c. 158	
		332	
		Convicts in Quarries - 940	
£.	£.	No.	
Contract works - 11,700	Contract works - 436,580	Foremen - 12	- - During the quarter ending 31st March 1856, the Breakwater has been advanced 150 feet, making the total length executed during the past year about 600 feet, in from 9½ to 10 fathoms water at low water. The total length of the Breakwater now affording shelter to the harbour is about 4,400 feet. The quantity of stone deposited during the quarter has been about 106,000 tons, and for the year 455,000 tons, making the total quantity deposited up to this time 2,198,000 tons. The two great circular heads of the opening in the Breakwater forming a western passage to the Harbor, are finished, all but the coping. It is satisfactory to be able to state, that notwithstanding this passage is in 9½ fathoms water at low water, and its two heads are built of squared stone for a depth of 24 feet below low water to a height of 13 feet six inches above high water, they have been brought to their present state of forwardness in about 2½ years, having been commenced in the autumn of 1853. During the past year 994 vessels have used the new Harbor, exclusive of such as resort to Portland for purposes of trade, and also exclusive of the light division of gunboats which has been lying in the Harbor with H. M. S. "Sanspareil" for the past month, occasionally manœuvring and exercising their guns, and deriving perfect shelter notwithstanding the heavy easterly winds that have prevailed. The accompanying Plan shows by red colour the extent to which the Breakwater has been carried.
Convict department, and general disbursements - 2,320	Land, stock, and plant, convict charges, and miscellaneous disbursements 113,505	Weighers - 3	
TOTAL for the Quarter - 14,020	TOTAL from commencement - 550,085	Brakesmen - 36	
		Quarrymen - 21	
		Masons and Stone-cutters - 10	
		Sawyers - 4	
		Carpenters - 21	
		Smiths - 12	
		Fitters, Engine-drivers, &c. - 22	
		Drivers - -	
		Boatmen - 8	
		Platelayers - 5	
		Labourers, &c. - 142	
		296	
		Convicts in Quarries - 972	

(signed)

Jas. M. Rendel, Engineer-in-Chief.
Jno. Coode, Resident Engineer.

DETAILED STATEMENT relative to the HARBORS
of REFUGE at *Dover, Harwich, Alderney, Jersey,*
and *Portland*; together with the QUARTERLY
REPORTS of the ENGINEERS, for the Year ending
31 March 1856.

(*Mr. Wilson.*)

Ordered, by The House of Commons, to be Printed,
31 March 1856.

[*Price 8d.*]

107.

Under 4 os.

RAMSGATE HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 8 February 1856 ;—for,

COPY “ of the REPORT* and ESTIMATE of General *Williams*, Royal Engineers,
regarding the HARBOUR of *Ramsgate*, presented to the BOARD OF TRADE
on the 9th day of January 1854.”

Board of Trade, }
11 February 1856. }

EDGAR A. BOWRING,
Registrar.

* This Paper is not an official *Report*, but only a *Letter* addressed to the Board of Trade.

Sir,

Ramsgate, 9 January 1854.

THE information so long desired with respect to the present condition of Ramsgate Harbour, the expenditure yet requisite “ to put the works in an efficient state of repair,” “ what funds it will be necessary to provide annually for the maintenance of Ramsgate Harbour,” and what the “ Reserve Fund ” that should be set apart to meet casualties, appears still to be involved in much obscurity ; neither has the last effort to decide between conflicting or incomplete reports been so successful as to render further elucidation unnecessary.

Several of the chief points at issue have not been prominently brought forward, nor dealt clearly with, and the controversy has been carried on without a primary regard to the views and principles which first led to inquiry ; but this may perhaps be traced to the adverse interests engaged therein, and to the instructions furnished to the engineers by parties with opposite ends to accomplish.

Having been unintentionally mixed up with these proceedings, by the introduction in Captain Vetch’s Report to you, of the 18th of May last, of a letter which I had addressed to him, after perusing his first report of 6th December 1852, I trust you will allow me, in vindication of my own statements, to lay before you a summary of the principal facts and arguments of the whole case, and in order to prove that the result contended for by the advocates of improved management is neither so difficult to attain, nor so necessary to postpone indefinitely as some persons have represented.

An opinion having long and extensively prevailed, that the passing toll for Ramsgate Harbour was injurious to the shipping interest, and not defensible on sound principles, the House of Commons appointed a Select Committee, in the Session of 1850, “ to investigate the Revenue, Condition, and Expenditure ” of the Harbour.

That Committee reported to the Honourable House, on the 1st August 1850, as follows, viz. : “ With reference to Ramsgate Harbour, Your Committee are of opinion that it can be well maintained without any longer requiring dues or tolls to be exacted from vessels not actually entering the said harbour, and that all dues and tolls now taken from all vessels, British and foreign, passing up or down Channel, ought wholly to cease and determine.”

The Committee concluded their Report by strongly recommending that the subject should be brought under consideration of The House at the “ earliest convenient opportunity.”

To that Report, indisputably sound, as facts and subsequent experience have made manifest, the trustees of the harbour demurred ; and in this difficulty the Lords of the Admiralty, on the 12th March 1851, directed Mr. Walker to

examine and report to them on certain specified points, the first and principal of which it is only essential to quote here, viz. :

"What is required to place the piers in a complete state of repair, and particularly to secure their foundations permanently, and generally to put the harbour in complete repair, and what sums would be necessary to effect these operations."

No instructions could be more definite or pertinent to the acquirement of the professional and fiscal information which their Lordships desired, to lead them to a right determination; but these instructions were evidently misapprehended, and to that cause may be attributed the difference of opinion and perplexity which have since arisen.

See p. 2 of his
printed Report.

Mr. Walker's estimate was not based upon repairs, but embraced a variety of alterations which should have been termed new works, having for their object what that gentleman doubtless considered improvement of the harbour, by deepening the gullies and the inner basin. But these propositions involved "underbuilding" to a very great extent in some portion of the walls, and taking down and rebuilding in others, and thus an array of figures was produced to the startling amount of 44,000*l*.

67,500 *l*.

With the expenditure of this sum in prospect, spread over 4½ years, in addition to the annual cost for "the ordinary working of the harbour," together set down at 15,000*l*. a year, for that period, it is no wonder that the trustees were fortified in their objections, and exerted themselves to resist the abolition of the passing toll.

In this stage of the matter the question naturally occurred to the Lords of the Admiralty, Can these representations be confirmed? And another effort was made to unravel the mystery, by despatching Captain Vetch to Ramsgate with instructions, dated 2d November 1852, viz.—

"To obtain information on the state of the harbour, and its circumstances;" and "to report to their Lordships fully on this subject."

Captain Vetch reported accordingly, on the 6th December 1852, that 10,850 *l*. would be required to put the works of the harbour in repair, supposing it were found necessary to expend 7,654 *l*. in underpinning, and that 7,000 *l*. per annum would be sufficient for its future maintenance.

But it is essential to remark here, that Captain Vetch adduced the most conclusive evidence that such an expenditure (7,654*l*.) was neither requisite nor desirable, and even wrote from Ramsgate to the Secretary of the Admiralty, urging the postponement of the work. [See Appendix, No. 4, in Report of 18th May.]

Captain Vetch's report of the 6th December was printed by order of the House of Commons, and very soon afterwards its accuracy was questioned by Sir J. Rennie, in a report to the President of the Board of Trade, dated 4th April 1853; in which Sir J. Rennie contents himself with simply denying the sufficiency of Captain Vetch's provision, under certain items, and complacently adopts the sums of 5,000 *l*. as "enabling the basin to be deepened," 4,000 *l*. for "repairing graving dock and gates," which do not want repair, and other sums of less amount, assumed as put down by Mr. Walker, and rests the case upon the inane declaration that "Mr. Walker has put down the cost of repairs and maintenance at the lowest sum, and even indeed lower than what I (Sir J. Rennie) consider necessary."

But the whole question at issue is evaded; namely, whether the works contemplated by these gentlemen are indispensable repairs, or new projects. Sir J. Rennie's report is a mere reassertion of opinions which are not borne out; and he entirely fails either to substantiate his plea of necessity, or to show any public advantage at all commensurate with such large expenditure.

The next step was an explanatory report from Captain Vetch to the President of the Board of Trade, dated 18th May 1853, in which a letter is introduced that I had written to that officer, containing opinions upon his estimates, and the state of the harbour works. Those opinions were maturely weighed, and, together with the report upon which they were offered, will be found faithfully descriptive of the real facts of the case, as will presently be demonstrated.

Meanwhile, the occurrence next to be noted is the "reply" of Sir J. Rennie, dated 20th June, to Captain Vetch's explanatory report. Surely, it is anything but a "reply" to the answer that had just been given; and it is a sad mistake to imagine that personal observations betraying great want of courtesy, and attacks on the professional acquirements of others, can support an unsound position

position, or divert attention from the true merits of the question; and perhaps it may result that the officers of engineers have turned their opportunities for acquiring a knowledge of civil engineering to quite as much advantage as those who have had more, and have acquitted themselves not less creditably.

The first portion of Sir J. Rennie's Report will doubtless receive the attention to which it is entitled; the last five or six paragraphs constitute a misplaced appeal, *ad misericordiam*, but are wholly irrelevant in "reply."

In this conflicting state of things, Sir William Cubitt received the following instructions from the Lords Commissioners of the Admiralty, dated 6th May 1853: "To report to their Lordships what funds, in your opinion, it will be necessary to provide annually for the maintenance of Ramsgate Harbour, and what reserve fund ought, in your opinion, to be provided to meet contingencies, taking into account the funds now in hand; and if you cannot form a judgment on this matter without an inspection of the foundations of the pier, you are requested to state the nature and extent of the examination which, in your opinion, should be necessary."

Sir William Cubitt's attention was also directed [*see* Letter marked 2, page 4 of his Report] "to the question" "whether the system of sluicing, as at present carried on, has any injurious effect on the permanent works; and whether dredging the harbour to a greater depth than is the case at present would have any such effect." Sir William reported accordingly on the 21st June.

Now in Sir William Cubitt's estimate of 7,500 *l.* for maintenance yearly is included a sum of 500 *l.* for a "sinking fund for the pier;" but surely, after taking under the head of "annual cost of the maintenance of the harbour when repaired" [*see* Appendix C.], first 500 *l.*; secondly, an unknown sum, in the item of permanent staff; and lastly, 162 *l.* 8 *s.* for "contingencies;" and looking to the other ample provisions he has made, any annual provision for a sinking fund is superfluous. If so, which I think is plain enough, and the proposed sinking fund be dispensed with, the two estimates for the annual maintenance of the harbour will be identical in amount.

Captain Vetch's estimate is 7,000 *l.*

Again, Sir William Cubitt decidedly objects to any deepening of the harbour, and recommends that the dredging shall in future be confined to the removal of mud. In this opinion I fully concur, but consider his estimate of 1,500 *l.* a year unnecessarily high for that purpose. The cost of dredging was put down by Captain Vetch at 1,400 *l.*, but I think 100 *l.* a month, or 1,200 *l.* a year, would suffice under more skilful superintendence, and when there would be much less wear and tear, as must be the case in the removal of mud only.

But without entering further into details, I am confirmed in my opinion, after a careful consideration of Sir William Cubitt's estimate, and a review of all the circumstances, that 7,000 *l.* a year will be a liberal allowance for maintenance.

Sir William Cubitt points to the 31st December 1855 as the period when, in his opinion, the passing toll may cease. In that opinion I entirely acquiesce, premising, however, that no unnecessary delay will take place in "putting the whole establishment upon a reduced, but still an efficient, scale."

I freely accept these portions of Sir William's Report: they perfectly confirm the estimates of Captain Vetch on those heads, and are decisive. But the report is further valuable, as negating, in the most emphatic manner, every proposition of consequence emanating either from Mr. Walker or from Sir J. Rennie, repair of the sluices excepted, and consequently should forthwith put a stop to all progressive outlay in underbuilding piers, basin or dock walls, for the purpose of deepening the harbour, and be made conclusive.

I am fully warranted in saying thus much, because it is quite evident that the underbuilding the Western Pier, at a cost of about 5,900 *l.*, was an injudicious and uncalled-for expenditure, inasmuch as it had an object in view, that of deepening the western gully, which Sir William Cubitt has in the strongest terms declared unadvisable; and because the unvaried testimony of those who had seen the previous state of the pier goes to prove that no such process was requisite either for the repair or stability of the work. Captain Vetch's Report and the sections appended thereto, had already placed this matter in the strongest light, and his accuracy and sound judgment are now triumphantly vindicated.

See Report, 2d par. p. 2.

It may be said that Sir William Cubitt has pronounced no opinion officially as to the actual necessity of the work which he saw in progress. His instructions

tions did not require him to do so ; but the advice he has given is a tacit condemnation of it, and very significant of his opinion ; and moreover Sir William readily admitted to me, at the time of his inspection, "What is going on is certainly not repairs, but unquestionably new works." I believe the words apostrophised are precisely those used.

Yet it is indispensable to a complete development of this intricate matter, that Sir William Cubitt's "Estimated cost of restoring the dilapidations of the piers and works of the harbour," as detailed in Appendix (B.), be here considered. I advert to it with reluctance, because I shall be compelled to notice important errors into which he appears to have fallen, and also to differ from him in one or two minor points.

Item 1.—WESTERN PIER.

The work is nearly executed, and therefore it may be assumed that this cost will be incurred. On a former occasion I conceded the expediency of finishing the remaining length of this pier uniformly with the portion of it that had been already underbuilt. It was too late to do otherwise.

Item 2.—EASTERN PIER.

- | | |
|---|---|
| 1.—750 ft., at 1 l. 10 s., should be 1,125 l., not 1,200 l. | } as printed and ac-
counted in total. |
| 2.—750 ft., at 12 l., should be 9,000 l., not 8,000 l. | |

With these corrections, the total of this item should stand 12,425 l., instead of 11,500 l.

But the price of 12 l. per foot to 750 feet, in No. 2, assumes that this pier requires underbuilding in precisely the same way that the Western Pier was underbuilt. Now most clearly that cannot be the case ; because Sir William Cubitt has abandoned all idea of deepening the gullies, and therefore no additional depth of foundation will be required. Allowing, however, for the argument, that some underpinning will be found necessary, the cost cannot be 12 l. per foot, because that price covered the expense of underbuilding six courses of ashlar masonry about $7\frac{1}{2}$ feet in height ; whereas the utmost that can be fairly contemplated in underpinning, to secure foundations, would be two courses of similar work. The proportionate price then would be 2 l. per course, or 4 l. per foot, instead of 12 l. per foot, and the amount should be 3,000 l., instead of 8,000 l., as put down ; but instead of 9,000 l., the error in calculation, before adverted to, being corrected.

Analogy leads me to the reasonable surmise, that as no repair, in the shape of underpinning, was absolutely required to the Western Pier, so on examination none will be found wanting to the Eastern Pier, but that its unimpaired stability will be manifested.

It is highly probable that the only expense that must of necessity be incurred under this head, will be for the purposes of examination, and pointing with cement ; but, however that may turn out, a reduction of at least 6,000 l. in this item may certainly be effected, bearing in mind the large sum included in it for "contingencies," viz., 1,300 l. If no underpinning should be "needed," the reduction will be very much greater.

Here, then, is the nucleus of a "reserve fund," for casualties, to be acquired by fixing the period for the abolition of the passing toll sufficiently distant to admit of realising an adequate sum ; an object that may assuredly be accomplished without maintaining the toll beyond the close of next year.

To definitively settle the question of underpinning at the East Pier, I beg leave to recommend the early construction of two coffer-dams, of 50 feet each in length, and that the examination be made at two separate places, where the executive officers of the harbour have most reason to suppose that the foundations have been undermined.

Item 3.—SLUICES.

1. A new sluice is proposed, at 1,300 l. The water power seems to me everywhere sufficient, but the sluices are not worked with judgment. If the existing ones were placed under competent superintendence, a satisfactory result would speedily be attained.

2. Relaying

See note at p. 5 of
Report of Sir
W. Cubitt.

2. Relaying the aprons of sluices, 3,700 *l.* This is a large expenditure to take place at once for such an object, and cannot, I think, be deemed indispensably necessary, looking to their present condition, and to the sum of 1,500 *l.* to be annually provided for "occasional repair of sluices," &c. [See Appendix C.] If 2,000 *l.* were allowed for immediate renovation, the remainder of the work might be gradually perfected in succeeding years, and the deficit, if any, be defrayed from the reserve fund.

3. A floating turn-water, 1,000 *l.* Surely this proposal is much at variance with No. 1, which assumes that an increase of power is wanted; whereas a turn-water, though it might guide, would divert the stream from the direction given to it in the body of the sluice, and seriously impair its force and utility.

Turn-waters were tried in Dover Harbour, and as long as they remained there it was impossible to keep the mouth of the harbour clear; but after they were dispensed with much less difficulty was experienced in removing the shingle. The ordinary guide-walls, and aprons of moderate extent, when in proper repair, will do the work required, and do it most effectually.

Item 4.—"GENERAL CONTINGENCIES."

This leads me to remark on a system of estimating, that of contingency upon contingency, which to me is quite new, and, I believe, has never been recognised in any department of Government. In the four items of Appendix (B.), the aggregate amount for works, therein specified, is 19,040 *l.*, besides which no less than 5,960 *l.* is set down for contingencies, upon that amount, making together 25,000 *l.* What is this but for the engineer to admit that he cannot make his calculations with greater precision than within 32 per cent. of what the work will probably cost; and this too in a case where work precisely similar has been already executed, and is actually in course of execution at the time of inspection, and the prices of which are known to be adequate and taken by himself as data. I have no hesitation in saying that this item of 4,000 *l.* for "General Contingencies" may be safely and properly omitted.

Sir William Cubitt's estimate, under Appendix (B.), will then stand thus, viz.:

	£.	s.	d.
1. Western Pier; work nearly executed - - -	3,000	-	-
2. Eastern Pier; when the errors in the calculations of Nos. 1 and 2, and in the price of No. 2, are corrected, and taking one-half of No. 4 - - -	5,775	-	-
3. Sluices; omitting New Sluice and Turn-water -	2,000	-	-
£.	10,775	-	-

Captain Vetch's estimate for putting the works in repair was 10,850 *l.*, but not swelled by a single item for contingency. For comparison, both estimates should be taken with or without contingencies.

Once more it must be observed, that each of these estimates provides for a large extent of underpinning, the necessity for which is yet to be ascertained, and that it is far from improbable that little more than one-half of either sum will be sufficient.

The subjoined results may be gathered from the foregoing exposition:

1st. That the Report of the Select Committee of the House of Commons may be safely and quickly carried out.

2d. That there will be an ample accumulation of revenue, beyond expenditure, in the interval, to form a "Reserve Fund" of about 15,000 *l.*, to be set apart for incidental services, or casualties, allusion being had to damage by storms, or other unforeseen causes.

3d. That the period for abolishing the passing toll may be fixed for the 31st December 1855.

4th. That the annual expense of maintenance of the harbour will not exceed 7,000 *l*.

5th. That the cost of putting the harbour works in repair will certainly not exceed 11,000 *l*.

6th That the cost of those repairs may probably not exceed 6,300 *l*.

Permit me, in conclusion, to say, that I humbly conceive this analysis most fully establishes the truth of Captain Vetch's report and estimate, and of the view taken of them in my letter to that officer, of April last, and therefore I trust that the purport of this communication will receive its accomplishment in your confirmation of the views set forth in it.

I have, &c.

(signed) *S. Williams,*
Colonel Royal Engineers.

NOTE.

Average income of the harbour for 35 years, 18,728 *l*.—[See Mr. Shadwell's evidence in Parliamentary Report, page 33.]

Say 2½ years, from the date of Sir William Cubitt's Report, to 31st December 1855, and we shall have 46,820 *l*.

	£.	s.	d.
Allow for maintenance, including the "Town Department," 8,200 <i>l</i> . a year, which in 2½ years will amount to - - - - -	20,500	-	-
Add the highest cost of repairs, under Appendix (B.) of Sir William Cubitt's estimate, as herein corrected and amended - - - - -	11,000	-	-
	31,500	-	-
Reserve Fund - - -	15,320	-	-
	£. 46,820	-	-

It is obvious that if the cost of repairs should not reach 11,000 *l*., the reserve fund will be proportionably larger.—*S. W.*

ESTIMATE of the Probable ANNUAL COST of the SERVICE and MAINTENANCE of the WORKS of *Ramsgate* ROYAL HARBOUR.

		£.	s.	d.	
1	Harbour Master's Salary and Allowances.	330	-	-	See Parliamentary Report, page 57.
2	Resident Engineer - -	300	-	-	- As provided for in Capt. Vetch's Estimate.
3	Clerk of Works - -	182	10	-	- - This is the salary paid in the Ordnance Department at many principal stations.
	Extra as Paymaster of the Police Force.	18	5	-	- - This duty is now performed by the Serjeant, who is also General Pay Clerk, at 40 <i>l.</i> a year.
4	One Clerk - - -	110	-	-	} - - The number of clerks included in the estimate of Sir W. Cubitt and Capt. Vetch.
5	One ditto - - -	90	-	-	
6	Three Policemen, at 21 <i>s.</i> each per week.	163	16	-	- - This is a reduction to half of its present strength; the employment of two constables on duty is unnecessary; one man is fully equal to so small a walk. The Serjeant is also dispensed with.
7	Ten Boatmen, at 21 <i>s.</i> , One Coxswain and One Light Keeper, at 24 <i>s.</i> each per week.	670	16	-	- - This is the present strength of the crew, and the amount provided in Capt. Vetch's estimate, though he specifies "12 Boatmen."
8	Three Foremen, at 6 <i>s.</i> each per day, for 313 days.	281	14	-	- - The number provided for by Capt. Vetch, but I think he has calculated their pay rather too low.
9	Three Labourers, as Office Keepers or Messengers, at 2 <i>s.</i> 6 <i>d.</i> each per day, 313 days.	117	7	6	- - One less than provided for by Capt. Vetch.
10	Dredging and Flushing -	1,200	-	-	- - Sir W. Cubitt says 1,500 <i>l.</i> , Capt. Vetch 1,400 <i>l.</i>
11	Clothing and Coals - -	100	-	-	For the whole establishment.
12	Repair of Works - -	2,500	-	-	- - This item is put down by Sir W. Cubitt at 3,100 <i>l.</i> , but that amount includes 500 <i>l.</i> for a "Sinking Fund for the Pier." Capt. Vetch provides 3,000 <i>l.</i> , but that, again, includes 1,000 <i>l.</i> for "Casualties and Sundries." These intentions are met by the "Reserve Fund," which in itself will be productive of interest. The sum of 2,500 <i>l.</i> may surely be considered equal to all ordinary requirements.
	Add, for Superannuation and Claims to Compensation for some few years.	915	11	6	- - Most probably more than would be required in the first instance, and in succeeding years the amount would be less as annuities fell in.
	£.	7,000	-	-	

From the above statement, it appears that the Maintenance of the Harbour, "putting the whole establishment upon a reduced, but still an efficient scale," may be defrayed for 6,085 *l.* a year, but that during the period for which superannuations take effect, a further sum of 915 *l.* may be so applied, if necessary, and yet the total expenditure shall not exceed 7,000 *l.* a year.

I had this estimate in view when the last paragraph but two of my letter to Capt. Vetch was penned. [See his Report of 18th May, pages 9 and 10.]

The Right Honourable
The President of the Board of Trade,
&c. &c. &c.

S. Williams,
Colonel Royal Engineers.

Ramsgate, 9 January 1854.

RAMSGATE HARBOUR.

COPY of the REPORT and ESTIMATE of General
Williams, Royal Engineers, regarding the HAR-
BOUR of *Ramsgate*, presented to the BOARD OF
TRADE on the 9th day of January 1854.

(*Mr. Machinon.*)

Ordered, by The House of Commons, to be Printed,
12 February 1856.

RAMSGATE HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 2 May 1856;—for,

COPY “ of the last REPORT of Sir *William Cubitt*, on RAMSGATE HARBOUR,
recently submitted to the Board of Trade.”

Board of Trade, }
5 May 1856. }

EDGAR A. BOWRING,
Registrar.

Ordered, by The House of Commons, to be Printed,
6 May 1856.

COPY of the last REPORT of Sir *William Cubitt*, on RAMSGATE HARBOUR,
recently submitted to the Board of Trade.

RAMSGATE HARBOUR.

Sir *William Cubitt's* REPORT.

19, Great George-street, Westminster,
7 January 1856.

Sir,

ON the 16th of May last I had the honour to receive, through you, the instructions of the Lords of the Committee of Privy Council for Trade, that I should take the opportunity of the then immediately ensuing spring-tides to visit Ramsgate Harbour to inspect the works of repair in progress, and that I should report to their Lordships on the following points, viz. :

- 1st. The state of the works.
- 2d. My estimate of 1853.
- 3d. The progress made since that time.
- 4th. The probable time and expense required for the completion of the permanent works.

I have, therefore, now the honour to report to you, for the information of their Lordships, as follows :

In pursuance of the above instructions I went to Ramsgate on Friday the 18th of May, accompanied, at my express request, as you will recollect, by yourself. There I found everything in readiness for an inspection of the works in progress ; but before proceeding to speak further of them, I think it will be well to give some account of the state in which I had found them at my previous visit in June 1854, and of the work done since that time.

On reference to the traced drawing at the end of this Report, marked Appendix A., which is a plan of the Old Head of the Eastern Pier, with elevations and a section of the faces, two tinted portions will be seen. At the time of my visit in June 1854 the portion tinted *red* was enclosed in a cofferdam, and had been underpinned for its whole length of 43 feet with a footing of new stone courses. The workmen were then about to remove the cofferdam towards the interior of the harbour ; but to this I objected, and in my Report to Mr. Booth of the 22d of June 1854, to which I beg to refer, I strongly recommended that the two outward kants, measuring 65 feet, to the junction with the Extension Pier (being those coloured *blue* in Appendix A. hereto) should be first attended to. To this their Lordships thought proper to consent ; the cofferdam was removed in the direction of the Extension Pier, the work was proceeded with, and though much hindered by the last severe winter, was completed on the 5th May 1855. This part of the Pier, then (that coloured *blue*), it was the chief object of my journey of the 18th May last to inspect.

The whole of the East Pier Head, and especially the part coloured *blue*, had been found to be in a much worse condition than any part of the Western Pier,—so much so, that whereas the average cost of underpinning the 414 feet of the Western Pier was 12 *l.* 13 *s.* 2½ *d.* per foot, that of the 108 feet of the Eastern Pier Head (including both *blue* and *red*) was 24 *l.* 3 *s.* 10½ *d.* To make this more clear,

clear, I have annexed hereto an official return (Appendix C.), which shows the cost of the various lengths of the Western Pier, both those done before the date of my first Report and Estimate to the Admiralty of the 21st June 1853, and those done since; and also of the two lengths of the East Pier Head repaired up to May last; and a further account of the cost of various other works executed by the same workmen at times when the foundations of the piers were not accessible, amounting to 3,585*l.* 17*s.* 6*d.*

On the 28th of July last I received through you the directions of the President of the Board of Trade, that I should again visit Ramsgate, which I did on the 1st of August. The cofferdam had been removed to the next kant *inward*, from the part coloured red in Appendix A., and extended in front of the landing steps which occupied the angle. The foundations here were in a very bad state indeed, as will be best seen by the copy of a very accurate sketch made for me by Captain Martin, the harbour-master. (*See Appendix B. to this Report.*)

On the 24th of November, I again visited Ramsgate, in obedience to their Lordships' instructions of 20th November, for the purpose of inspecting the foundations of the East Pier behind the landing-steps above spoken of, which had been removed. These were not so bad as former portions of the East Head, but it had been found necessary to carry the underpinning to a depth of four feet nine-and-a-half inches below the bottoms of the caissons.

I think that what I have said above will be sufficient for their Lordships' full information on the first and third points on which I was desired to report. I now turn, therefore, to the second and fourth; that is, to the financial part of the question.

It will be remembered that at the time of my Report and Estimate of 21 June 1853, no actual examination had been made of any part of the Eastern Pier; and I said in that Report (*see paragraph 5*), "The examination of the Eastern Pier was limited to low-water line alone; and before any correct estimate can be formed of the necessity for and extent of any underpinning, and consequently of the total cost of restoring the dilapidations of the main works of the Harbour, it will be necessary to cofferdam the inner side of the pier, and carefully to examine the foundation."

But I was informed by the workmen who had executed some trifling repairs towards the upper end of the East Pier, that its foundations were in a better state than those of the Western Pier; and I therefore thought myself perfectly safe in allowing 12*l.* per foot for the Eastern Pier, in addition to 1*l.* 10*s.* for the cofferdam, while 12*l.* was allowed, and found sufficient, for the Western Pier, cofferdam included. It will be seen, from the foregoing part of my Report, that the Eastern Pier has been found, so far at least, not better but worse than the Western; so much so, that the first 108 feet, being the most exposed portion, have cost 24*l.* 3*s.* 10½*d.* per foot. (The 11 feet nominally done since June last it would not be right to take into the estimate of average cost, since the 927*l.* 5*s.* 3*d.* set down for it in Appendix D. includes, besides the 11 feet proper, a cofferdam for the whole length of the landing-steps, and also the removing of those steps and the thorough restoration of the angles of the head above the foundations, works which belong to that class of contingencies for which I allowed a sum of 1,300*l.*)

Under these circumstances, I do not think it safe to allow the estimate for the 631 feet of the Eastern Pier, remaining of the original assumed length of 750 feet, to stand at the first price of 12*l.* per foot, but have advanced it to 20*l.*, or 8*l.* additional per foot. The account of the probable expenditure from 1st January 1856, will then stand as follows:—

	£.	s.	d.	£.	s.	d.
Original Estimate, June 1853 -	-	-	-	25,000	-	-
From which deduct :						
1st. Estimate then allowed for completion of Western Pier -	3,000	-	-			
2d. Amount expended on East Pier to December 31st, 1855 (<i>see</i> Appendix D. -	3,831	12	3	6,831	12	3
Remaining of original Estimate -	-	-	-	18,168	7	9
To which add :						
631 feet of East Pier, at 8 l. per foot additional -	5,048	-	-			
Contingencies on ditto, at 10 per cent. -	504	16	-	5,552	16	-
TOTAL -	£.			23,721	3	9

Or, say 24,000 l. remaining to be expended from 1st January 1856.

Lastly, with regard to the time which it may be expected the remaining works will require, I am not able to say anything definite. It is clear that the progress of works which can only proceed for one or two hours each tide, and at neap tides or in rough weather not at all, must be very slow; and this is the character of nearly all the remaining work. If the 631 feet of the East Pier now left should proceed at the average rate of the work done since my first Report, viz., 100 feet per annum, it would take about 6½ years to complete that portion; but we may reasonably expect that as the workmen advance towards the more sheltered part of the harbour they will be able to increase their speed.

Before closing my Report, I will take this opportunity of reminding their Lordships that neither in my former estimate nor in this has anything been allowed for any repairs that may be required by the East Pier Extension, which has never been brought under my notice. But when the remaining works of the Harbour are completed, or perhaps even before that time, this part will require a careful examination, before any estimate can be formed of the repairs it will need.

Should any further information be required by their Lordships, or any explanation of anything contained in this Report, I shall have much pleasure in giving it; and in the meantime have the honour to remain,

Sir,

Your obedient servant,

To T. H. Farrer, Esq.

W. Cubitt.

WRECK CHART

OF THE
BRITISH ISLES
FOR
1855.

Compiled from the Board of Trade Register.

SHOWING ALSO THE PRESENT
LIFE BOAT STATIONS.

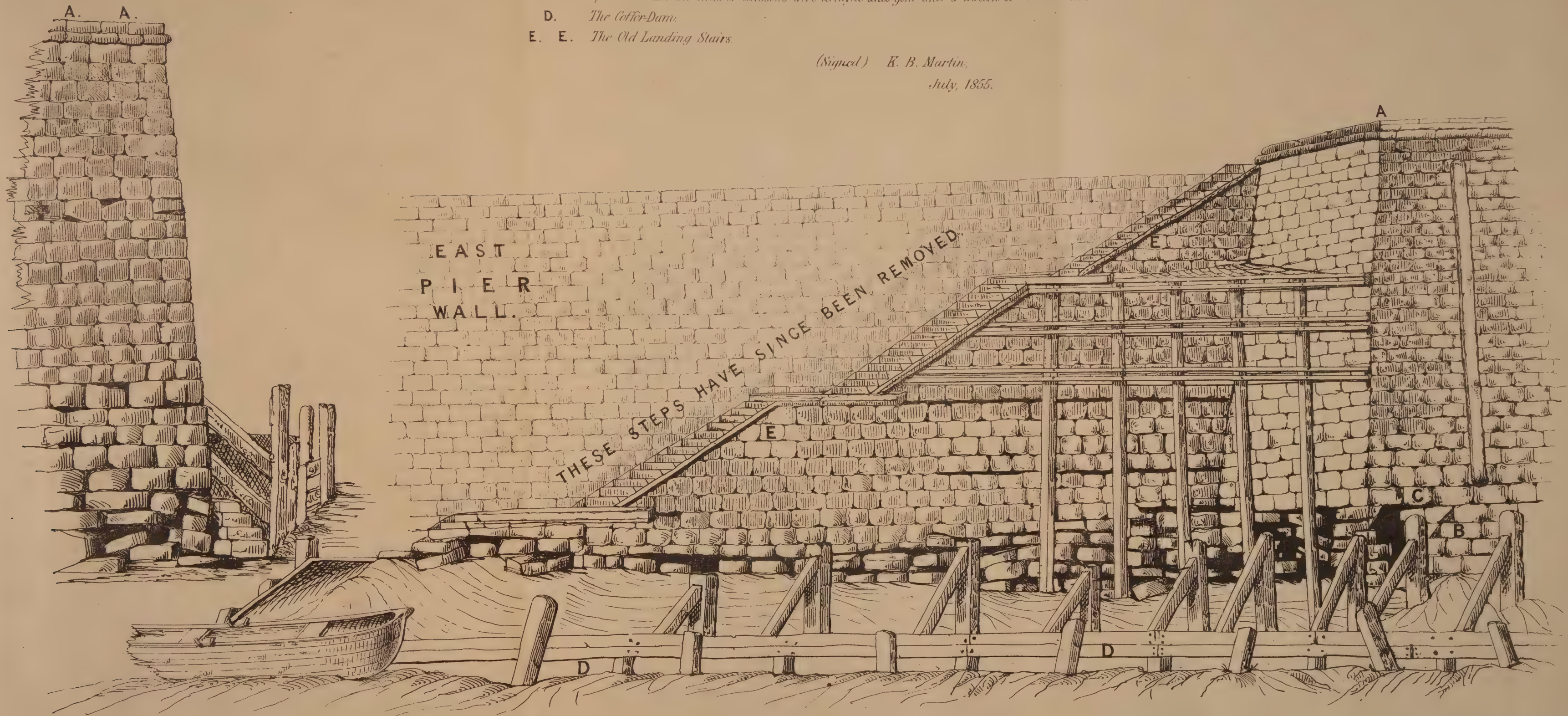
SYMBOLS.

- Signifies Total loss by stranding or otherwise.
- The dots in the open Sea represent Vessels that have foundered or are missing.
- x Signifies Vessels seriously damaged - Had to discharge.
- " Vessels in collision with serious damage.
- " Vessels in collision with total loss.
- The arrows point to the spot at, or near, which the accident occurred, or the port to which the damaged vessel returned for repairs &c. &c.
- ✶ Represents a life-boat.



- A. The Old Pier Head.
- A. A. The Old Pier in profile as seen from Cofferdam.
- B. New underpinning as far as complete.
- C. Aperture where the ends of Caissons were decayed and gone and a Batten of 14^{ft} inserted.
- D. The Cofferd-Dam.
- E. E. The Old Landing Stairs.

(Signed) E. B. Martin,
July, 1855.



Appendix C.

RAMSGATE HARBOUR.

ACCOUNT of the UNDERPINNING and REPAIRS, &c., since the Commencement of the same, 11th November 1850 to 5th May 1855.

		WAGES.	MATERIALS.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
1851:	WEST PIER:			
24 June	- To 73 ft. lineal, underpinning and repairs of the West Pier - - -	626 10 8½	332 3 3½	958 13 11½
1852:				
24 June	- To 113 ft. lineal of ditto - ditto -	1,147 14 2¾	457 17 1	1,605 11 3¾
1853:				
24 June	- To 131 ft. lineal of ditto - ditto -	873 8 3	600 5 7½	1,573 13 10½
1854:				
20 January	- To 97 ft. lineal of ditto - ditto - (being the completion of the same down to the West Pier Head).	647 9 7½	455 11 6	1,103 1 1½
TOTAL, 414 ft. lineal - - - £.		3,395 2 9¾	1,845 17 5½	5,241 - 3½

Average cost of the same per foot lineal - - - 12*l.* 13*s.* 2½*d.*

The UNDERPINNING and REPAIRS of the OLD EAST PIER HEAD; commenced 13th March 1854.

		WAGES.	MATERIALS.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
1854:				
24 June	- To 43 ft. lineal of the underpinning and repairs of the Old East Pier Head - - -	415 4 9¾	249 - 5½	664 5 3¾
1855:				
5 May	- To 65 ft. lineal of ditto - ditto -	1,195 14 9¾	752 19 2½	1,948 14 -¼
TOTAL, 108 ft. lineal - - - £.		1,610 19 7½	1,001 19 8	2,612 19 3½

Average cost of the same per foot lineal - - - 24*l.* 3*s.* 10½*d.*

Other WORKS carried on simultaneously with the above.

		WAGES.	MATERIALS.	TOTAL.
		£. s. d.	£. s. d.	£. s. d.
1855:				
5 May	- To cost of the rebuilding and extending of the guide-wall and apron of the East Gully Sluices during the progress of the underpinning - -	112 11 11¾	140 4 11¼	252 16 11
"	- To cost preparing and fixing the new sluice of the East Gully, and repairing the masonry of the sluiceway during the progress of the underpinning - - -	371 1 2½	275 7 5	646 8 7½
"	- To cost of the repairs of the apron, &c. of the Advanced East Pier Head during the progress of the underpinning	161 14 4½	87 12 5½	249 6 9¾
"	- To cost of sundry repairs of the West Pier since the completion of the underpinning - - -	71 18 1½	55 5 2½	127 3 3¾
"	- To cost of preparing and laying the waterpipes round the Basin, and along the East and West Piers -	242 6 9½	93 - 1	335 6 10½
"	- To cost of sundry repairs to East Pier during the progress of the underpinning of the West Pier - -	1,207 2 10	767 12 1½	1,974 14 11½
£.		2,166 15 3¾	1,419 2 2¾	3,585 17 6

Signed by the Superintendents of Works.

Appendix D.

RAMSGATE HARBOUR.

ACCOUNT of the UNDERPINNING and REPAIRS of the OLD EAST PIER HEAD, from the commencement of the same on the 13th March 1854 to the 24th of June last; and also from the 24th of June to the 20th December; with a further Estimate for the Remainder of the Year 1855.

			WAGES.			MATERIALS.			TOTAL.		
1855:			£.	s.	d.	£.	s.	d.	£.	s.	d.
24 June	-	To 108 ft. lineal of underpinning and repairs of Old East Pier Head	1,757	12	-	1,101	15	-	2,859	7	-
24 June	-	To 11 ft. lineal ditto - - ditto	723	6	8	203	18	7	927	5	3
to											
20 December	}		2,480	18	8	1,305	13	7	3,786	12	3
31 December		Estimated additional outlay to 31 December -	-	-	-	-	-	-	45	-	-
						£.			3,831	12	3

Signed by the Superintendents of Works.

RAMSGATE HARBOUR.

COPY of the last REPORT of Sir William Cubitt on RAMSGATE HARBOUR, recently submitted to the Board of Trade.

(Mr. Deedes.)

Ordered, by The House of Commons, to be Printed,
6 May 1856.

[Price 1 s.]

Under 4 oz.

WEXFORD HARBOUR.

RETURN to an Order of the Honourable The House of Commons,
dated 6 June 1856;—for,

A COPY “(with Plans annexed) of the REPORT of Captain *Vetch* to Admiral *Beaufort*, on the IMPROVEMENT of the HARBOUR of *Wexford*, dated the 13th day of January 1855.”

Admiralty, }
18 June 1856. }

JOHN JONES DYER,
Chief Clerk.

COPY (with Plans annexed) of the REPORT of Captain *Vetch* to Admiral *Beaufort*, on the IMPROVEMENT of the HARBOUR of *Wexford*.

Sir,

Harbour Branch, Admiralty, 13 January 1855.

I HAVE to acknowledge the receipt of your letter of the 1st December ult., on the part of the Admiralty Commissioners for improving Wexford Harbour, in which you requested me carefully to examine the plans and estimates prepared by Mr. Farrell, C.E., and that I should report to you in writing my deliberate opinion as to the best plan to be adopted, under all the circumstances of the case, for the guidance of the Commissioners.

Before entering closely into the questions, I thought it desirable to obtain further information on some points from Mr. Farrell, which came duly to hand; and I have now the honour to enclose herewith my Report, accompanied by Plans and Sections. That I have been able to arrive at results satisfactory to myself, I am, in a considerable degree, indebted to my local investigations of these questions at former times, when I took great interest in the matter; and it is some satisfaction for me to find that the lines of embankment which have been carried out have been executed in the north bight of the harbour precisely from the lines I pointed out, and on the south side with no material difference.

I have, &c.

(signed) *James Vetch*, Capt., R.E.

Rr.-Adml. Sir Fras. Beaufort, K.C.B., F.R.S.,
&c. &c. &c., Admiralty.

WEXFORD HARBOUR IMPROVEMENTS.

THE site of Wexford Harbour is important and valuable for commerce in several particulars:

1. As lying immediately within the southern entrance to the Irish Sea, and being there sheltered from the ocean swell by the headlands of Carnsore and Greenore.
2. As being the Irish port nearest to Wales, Milford Haven, and the British Channel, as regards the home trade.
3. As regards the foreign trade, permitting vessels to clear at once to the open sea. And,

Lastly. As being the only port between Dublin and Waterford, and therefore well calculated to become a considerable entrepôt for exports and imports to a large district of country, if the port be rendered easy of entrance.

entrance, and of navigation inside, which unfortunately is not the case at present. In several respects, nature has contributed valuable means towards the constituting of a good harbour; and if in other particulars natural difficulties occur, they are such as I conceive may be completely overcome by skill, and a comparatively moderate amount of outlay.

I now proceed to take a general view of the navigation from the Bar to Enniscorthy, up to which town the tides flow, being a total distance of about 22 miles.

The range of tides near Wexford Harbour is unfortunately small in amount, the rise and fall being at

The Tuskar Rock, off Carnsore Point, 8 feet spring, 6 feet neap.									
Wexford Bar	-	-	-	-	6	”	4	”	
Wexford Quays	-	-	-	-	4	”	2	”	
Enniscorthy	-	-	-	-	2	”	1	”	

This defective range of tides inside the harbour may be ascribed, in a great measure, to the great internal expanse of shoal ground over which the tide has to spread itself after passing Rosslare Point, so that in fact the period of flood is insufficient to fill the internal area, and to raise the tides at Wexford Quays to the height at the bar, or at Rosslare Point.

When I visited the harbour in 1841, I found the main or outer harbour to contain 11,858 acres of surface at time of high water, spring tides, and at time of low water only 2,381 acres; and I recommended that, of the shoal ground at the north end of the expanse, 2,192 acres should be cut off from the tides, and, at the south end, 3,341 acres. In 1846 an Act was obtained to enable a company to effect these and other objects, and I now find that 2,360 acres have been reclaimed from the north end, and 2,090 from the south end of the harbour, and that the tides now rise six inches more at Wexford Quays than formerly, and perhaps a further embankment of the south wing of the harbour would augment the benefit. It is not, however, by the mere diminution of the interior area of the main harbour that the range of tides there and onwards can be increased to its full extent. The rise and fall at the bar on spring tides are said to be six feet; and that amount, or more, has to be attained at Wexford Bridge, ere the tidal economy of the harbour can be deemed satisfactory. At present the rise inside the bar is due to the mere pouring in of the water of the flood tide over a barrier of sand three nautical miles in extent, and encircling the deep channel leading direct to sea.

The depth of water on this barrier, at time of low water, is, in a few seven feet, and ranges from that to only one foot, places, other portions of the barrier are only covered at half flood, while inside the barrier, in the channel above mentioned, the depth of water ranges from 14 to 50 feet at time of low water. But up this deep channel the propagation of the tidal waves is intercepted by the bar (or that portion of the barrier sand lying between the deep water inside and the deep water outside); and until this intercepting obstacle be removed to a requisite extent, the range of tide inside, and the momentum and useful scouring power of the tidal wave, must remain undeveloped.

If, therefore, Wexford Harbour be deemed of that importance, and of that capability for improvement which I conceive it possesses, all that skill and art can do to remedy these natural disadvantages must be applied to render it a first-class harbour.

Having pointed out what appears to be the great natural defect at Wexford Harbour, as affecting the whole of its navigation, I proceed to describe the details, which may best be effected by considering the subject in the following sections:

1. From the 18-foot line of soundings outside the bar, and up the main channel to Rosslare Point.
2. The outer or main harbour, from Rosslare Point to Wexford Bridge.
3. The inner harbour, from Wexford Bridge to Carrig Bridge.
4. The River Slaney, from Carrig Bridge to Enniscorthy Bridge.

Each of the above divisions has some character peculiar to itself, and requiring a separate description and treatment.

DIVISION

DIVISION No. 1.

This section is conceived to extend from the line of 18 feet soundings, outside the eastern portion of the bar, across the bar, and comprising the main channel to Rosslare Point (or what may be considered the entrance to the main harbour), the entire distance being 3,200 yards.

The summit or crest of the eastern bar has only five feet of water upon it at low water of spring tides, but it is within 250 yards of the line of 18 feet soundings outside, and therefore ready to yield to a condensed and well-directed force of ebb stream.

At 400 yards inside this eastern bar, the main channel has a depth of 14 feet, and thence to Rosslare Point there is a noble channel, nearly straight, 2,700 yards long, from 14 to 50 feet deep, and with an average width of 500 yards between the six feet lines of water, and as an outlet to the navigation this channel leads directly towards deep water. So far good: but it is flanked, both north and south, by sand banks, and with a bar between it and the deep sea on the east, as has been already stated.

In order to apply a safe remedy for the removal of this great obstacle to the navigation, it is necessary to consider the actual condition of the evil, and to endeavour to trace its origin and history.

If we cast our eye over Captain Frazer's chart of Wexford Harbour and Bay, we shall see that, from four miles southward, and up to Rosslare Point, the line of shore preserves an even and slightly curved course. The foreshore, consisting of sand, and the shore itself of blowing sand hills, both easily acted upon by winds and waves, exhibit the forms and structures which natural influences have produced in the course of ages.

When the winds blow strongly from the southward, the sand, drifted to northward by wind and wave, is deposited in the mouth of Wexford Harbour, whence the outward current again carries it seaward, or to increase the mass of sand called the Dogger Bank, parts of which are dry at time of low water. Across this bank a swash-way has been formed near the shore at Rosslare Point, with a depth of seven feet below low-water mark, called the Hantoon Channel.

On the north side of the entrance, the shore and foreshore, interposed between Wexford Harbour and the sea, are composed of the same materials, and apparently with a similar effect. But the north wind, and not the south, is here the agent, and here the sand-hills appear to have increased in height, and to have extended more seaward, causing a protuberance of the land* in that direction, terminating at Raven's Point, which projects seaward 900 yards beyond the supposed ancient run of the shore; whereas the sand carried seaward from Rosslare Point appears to accumulate in one large mass† on the south side of the channel. The sand carried to sea on the north side appears to trail off from Raven's Point, and to be carried first eastwards and then southwards, and lastly, overlapping the Dogger Bank, but leaving between them a channel seven feet deep, and much broader than the Hantoon Channel.

* See Plan No. 1.

† Dogger's Bank.

If we assume the bed of the sea outside of the barrier bank, and the bed of the channel inside, to have each a medium depth of 18 feet below low water of spring tides (as is fully the case), then the barrier bank constitutes a circular ridge of sand about 5,800 yards in length, and about 14 feet high, over which the tide ebbs and flows from and to Wexford Harbour, and over this barrier, at time of half-flood, the sectional area of waterway amounts to 12,058 square yards; whereas the cross sections of the channel at Rosslare Point and Raven's Point only show at the same time waterways of 3,584 square yards and 4,000 square yards respectively; we must therefore infer that the waterway over the bar is three times too great, and consequently the velocity of stream three times less than it should be to make and maintain a deep channel across the barrier; and pointing out the necessity of contracting the width of the waterway across the barrier bank, and of confining it to a direction in prolongation of the deep channel inside the barrier sand.

Such being the state of the question, as far as my investigation goes, we have to consider the remedy which will be both effectual and permanent.

Hitherto nature has had it all her own way; she is quite mistress of her material, sand, and has raised her barrier into that shape which the balance of

her forces has established. Several of these forces tend to raise up the banks, and others to beat them down again; but if, by mere mechanical force, we were to help nature to raise up the sand banks higher, and to scoop out the swashways deeper, and were then to leave so transportable a material to natural action, the consequence would be, that in a short space of time the barrier would return to its previous state.

Suppose the Hantoon, for instance, or any other of the lateral swashways, was deepened by a dredging machine from 7 to 11 feet, it would, in all probability, silt up again very shortly. But even were such a deepening to prove more permanent, it would but increase the difficulty of ever obtaining a direct entrance to sea, worthy of the port and position of Wexford.

I would therefore recommend the converse proceeding, observe where the constructive power of nature is building up her banks on either side of the channel, and then cap her buildings with a material which her destructive powers would be unable to remove, as proposed at the mouth of the Tyne.

No. 3.

On an accompanying drawing is shown the crest line of the barrier of sand, and adjoining to that line on Plan No. 1 are shown the lines where I propose to assist the constructive power of nature with hard material, and thereby maintain the same against her destructive action. These works may be formed of common rubble stone, and being in shoal water the cost would not be great, although beyond the present means of the Harbour Commissioners.

Different to my views of treatment, I perceive Mr. Farrell has proposed to improve the outlet to sea by the expedient of deepening the Hantoon channel from 7 to 11 feet below low-water mark, that being the channel chiefly used, as being more sheltered, although there are six other such channels or swashways equally deep. But the enlargement of any of these, were it practicable to maintain them, I conceive would render it more difficult than ever to obtain one good, sufficient, and direct access to sea.

Mr. Farrell calculates the amount of dredging the Hantoon channel required at 109,328 cube yards, and the cost of the same at 4*d.* per ton, or 6*d.* per cube yard; I find the quantity of stuff to be removed correct, but I doubt if any substantial contractor would offer to do it for less than 9*d.* per cube yard, and therefore I think Mr. Farrell's estimate should be raised from 2,733*l.* 4*s.* to 4,099*l.* 16*s.* But if such work be executed amongst sheer sand, what guarantee is there that the cutting will not be filled up again shortly? And with such small funds it is necessary that no money be spent except on works which will be sure and permanent, and under all circumstances I consider it will be prudent to defer this part of the proposed works.

My opinion is, that the funds should not be expended until they have all been collected, and before going any further it may be as well, before building our castle, to consider what are the sums at disposal; 5,000*l.* has been received and 5,000*l.* more is about due; there then remains 10,000*l.* to be paid by annual instalments, in ten years. I assume it will be two years before this will be required, but when it is, money may be obtained on its security, nearly to the amount. I therefore assume that there is now, or shortly will be, a disposable fund to the amount of 20,000*l.* for the improvement of Wexford Harbour, and I find the revenue of the harbour amounts to about 2,520*l.* per annum; so that, after paying annual expenses, to what purpose can the residue be so well applied as to assist in the improvement of the harbour, the increase of its revenue, and the wealth of the city?

Some dozen years ago it was alleged that the Wexford merchants were desirous that the access to the harbour should be so bad, that no vessels but their own small craft could carry on the traffic; but it is to be hoped that their views have now become enlarged, and that it may now be expected that the harbour trust may contribute 1,000*l.* a year of their income towards the works for the improvement of the harbour, and on which a loan for 10,000*l.* might be effected, so as to raise the available funds to 30,000*l.*

From the report of the Tidal Harbour Commissioners of 1846, it appears that the governing Act of the harbour was obtained in 1843; that 51 Commissioners are named in the statute; that the actual number was 104; and that since 1794, 50,000*l.* had been raised by dues on shipping, &c., which had been expended chiefly in building the quays of the town, erecting perches, and placing a few buoys, while little had been done for improving the channels.

The present revenue of the harbour is about 2,500*l.* per annum, which, in consequence

consequence of the improvements going on in the harbour and town, may eventually be doubled; and if the navigation was deepened to 15 feet from the sea to Wexford Quays, it would in all probability be raised to a high figure, the commerce of the town and district would be much augmented, and the value of property greatly increased. But with such a numerous body of Commissioners, and so constituted, no great good can be expected to arise.

One of the greatest improvements to the harbour would therefore consist in obtaining an amended Act, reducing the number of Commissioners to 12 at the most, and requiring that they should be elected by the suffrage of the inhabitants of Wexford and the vicinity, holding a moderate qualification. That done, a legitimate, useful, and increased revenue might become applicable for the improvement of the navigation. I allude to this, though apparently out of place, because the great desideratum is a sufficiency of funds, and from no other quarter can they so legitimately be obtained.

It is not to be disguised that though the portion of the navigation now under notice be the most important, it is at the same time the most difficult and costly to deal with, and as the want of funds must retard its accomplishment, time will be given for further information, consideration, and estimates; and I would now merely venture to lay down the principle, that outside of Rosslare Point all the dredging and deepening must be effected by natural means, and that the works outside the point consist of solid structures to confine the channels within proper limits, and in the right direction, while within Rosslare Point the best course of proceedings would consist of excavations by steam power.

DIVISION No. 2.

We have now to consider that part of the harbour extending from Rosslare Point to Wexford Bridge, which measures, in a straight line, 6,600 yards, nearly $3\frac{1}{2}$ nautical miles, while the breadth may at present be taken at three nautical miles. The high-water surface is equal to 7,408 acres, and the low-water surface to 2,381, leaving dry at low water 5,127 acres, a sad drawback to its tidal capacity; but though the bed of the harbour can be only partially and slightly deepened, the effect of gaining one foot additional height of tide inside the harbour would be very great.

While by the straight line the distance from Rosslare Point to Wexford Bridge is 6,600 yards, along the line of sailing channel the distance is increased to 8,400 yards. By the present sailing channel immediately inside Rosslare Point, and for a distance of 700 yards, the depth is 15 feet and upwards. On the Gul Bar there is but five feet water, but immediately above it there is again a narrow channel about 870 yards long, having 13 feet water; and lastly from the dock to Wexford Bridge there is a distance of 1,200 yards, with 13 feet water and upwards; while the remainder of the channel, 5,430 feet in length, may average a little over eight feet.

Mr. Farrell proposes to give the whole of this channel a depth of not less than 11 feet by dredging; but what is called the channel hardly deserves the name; since, excepting the 1,200 yards from the dock to Wexford Bridge, the rest is but a deeper portion of a great shoal; it is tortuous, as said before; is without distinct outline or landboard, and is difficult to navigate, especially in thick and blowing weather; so that, if deepened on Mr. Farrell's line, it would still remain a very inconvenient navigation.

Mr. Farrell estimates its improvement as follows: 4,872 yards in length, by 103 wide, and $1\frac{1}{4}$ deep, to give a depth of 11 feet; in all 553,605 cube yards, at 6 *d.* per yard, 13,840 *l.* 2 *s.* 6 *d.* Considering the great length of narrow cut, and its exposure and distance to discharge the material dredged up, I do not expect that any substantial contractor would undertake it for less than 9 *d.*; this would raise the cost to 20,760 *l.* 3 *s.* 9 *d.* I doubt, however, much, whether such a narrow and tortuous channel could or would be successfully executed; and if executed whether such a channel, cut in a tortuous line through a great flat shoal, without a landboard on either side, would be worth the trouble and expense.

Mr. Farrell, according to his statement, would prefer, if sufficient funds could be procured, to adopt the alternative of using the Coal Channel, which, proceeding from the main channel at Rosslare Point, takes a more direct course to Wexford, for a distance of two miles, and with a depth of water of not less than 15 feet, reaching in places to 30 feet, and requiring little excavation to give a uniform depth of 18 feet.

As just stated, Mr. Farrell prefers this line of channel to the improvement of the old channel, but recommends the old one as being less costly; but in my opinion, the line of Coal Channel is so vastly superior in many respects to the existing line, that a mere question of a few thousand pounds ought to prove no obstacle.

Mr. Farrell's scheme for connecting the Coal Channel with the old one, at a point 1,200 yards east of the slip dock, consists of two curves, which, I think, is a faulty arrangement; and I would submit that, though somewhat more costly, there be but one curve from Rosslare Point to Wexford Bridge, the concave shore holding to the south side all the way, and blending with the quays of Wexford.

I have pointed out my objection to the scheme of improving the old channel, and have now to point out the advantage of the cut which I recommend; first, if dredged to 18 feet, a navigation of that depth may be obtained from Wexford Bridge to the bar; whereas the north channel could not be increased beyond 11 feet in depth; secondly, because it would be easy of navigation, which the other would not. It is also to be observed that on the line of channel which I recommend, there is now a continuous navigation from the bar at sea, to that point in the Coal Channel (from whence I propose to effect the cut), of $3\frac{1}{2}$ miles of 18 feet water, and that from my point of upper juncture with the old channel to Wexford Bridge, a distance of 1,600 yards, the same depth would be easily procurable, while from Wexford Bridge to Carrig Bridge the existing depth extends from 15 to 18 feet. My proposed new cut, $1\frac{1}{4}$ mile in length, is all that is required to give a deep navigation from the bar to Carrig Bridge, and carrying 18 feet water to Wexford Bridge.

It may be asked, What is the advantage of a deep navigation inside, if the deepest channel across the barrier of sand be now only seven feet? To this I reply, that a deep interior channel of $8\frac{1}{2}$ nautical miles in length, would be one of the most powerful means towards the removal of the bar, and of carrying that depth to sea, as the speed and force of the tidal wave would be in proportion to its depth.

Assuming, as has been done, that the dredging of the old channel would cost 9 *d.* per cube yard, in the new cut it ought not to cost more than 6 *d.*, from the compact and straight line of work, from its being sheltered, and from having a place of deposit near at hand, in the disused part of the old Coal Channel; the first would prove troublesome to dredge, while the latter would be easy. In the old channel the whole depth of 11 feet must be dredged out at once, while in the new cut, a depth of eight or nine feet might at first suffice to see how far nature might effect the remainder, but in either case such a depth would be the first step in the operation.

Excavating the new cut to 11 feet, would amount to 1,084,160 cube yards, which at 6 *d.* per cube yard amounts to 27,104 *l.*, and to this great work I would recommend that the funds at command be entirely applied, and not scattered on other works of doubtful effect. The cut should commence from the end abutting on the Coal Channel, and it would be sufficient, for the first slice, to take the bed down to eight feet below low-water mark; this, at 6 *d.* per cube yard, would cost 20,656 *l.*, and would improve the present navigation by at least two feet, and pave the way for nature to increase the depth.

As auxiliary improvements, I would recommend that the reclamation company be induced to extend their embankment to lines parallel to the lines of the proposed new cut, which would greatly assist the current through the cut. I would also recommend that the Ballast Bank and Wexford Old Bridge should be removed, as every hour they are allowed to remain is so much useful scour wasted.

As regards the navigation of the River Slaney, I have on a former occasion seen and approved of Mr. Farrell's plan of improvement, estimated at 14,000 *l.*, and to raise which sum an Act was obtained in 1852; but as yet it does not appear

appear that any work of deepening has been effected. £. 14,000 ought, in such a position, to excavate 560,000 cubic yards from the bed of the river, and greatly improve the action of the tides and land water; but like the removal of the Ballast Bank and Wexford Bridge, every day delayed in the execution of it is so much scouring power thrown away. I attach great importance to these auxiliary works towards effecting a deep channel, by which the activity and rise of the tides might be much augmented.

Since writing the above, I have referred to a map of the harbour, drawn at the beginning of this century, and perceive that the entrance across the bar was then 16 feet deep, and was marked by three buoys in a straight line,* and nearly in the direction which I have presumed it might be restored to, through the assistance of the proposed outer works. On my inquiry in 1841, it was mentioned that a frigate had entered the harbour at the end of the last century, and the particulars recited, left no doubt as to the fact; and Sir John Rennie, in his Report of 1831, states that, in 1808, there were 14 feet of water on the east bar at spring tides, and that it continued of easy access for many years.

* Plan, No. 1.

(signed) *James Vetch,*

Harbour Branch, 13 January 1855.

Captain, R. E.

EXPLANATION of the PLANS and SECTIONS accompanying Captain *Vetch's* Report on *Wexford Harbour*.

DRAWING, No. 1.

COPY of Captain *Frazer's* Chart, or General Plan of the Harbour, from Carrig Bridge to the Sea, showing the proposed Improvements.

THE space coloured yellow shows the existing channel of navigation, as proposed to be improved by Mr. Farrell.

The space coloured red shows the channels which I conceive, under the conditions of the problem, the best adapted to procure a deep, accessible, and permanent navigation from deep water at sea to Wexford Bridge and upwards, by means of a cut connecting the Coal Channel with the old channel above the Gul Bar; and it will be perceived that this line of channel, from Rosslare Point to the quays at Wexford, would present a continuous harbour over its whole extent, and with the line of embankment brought out parallel to it, would permit quays or landing stages being erected anywhere on that distance of $3\frac{1}{2}$ miles; and were a road or railway carried along the line of embankment, a direct communication would be formed between the town and Rosslare Point, and any vessel at the landing stages so constructed. The embankment parallel to the channel, would also prove a good landboard, and sure sailing guide at all times and in all weathers. None of these advantages could be obtained in the old line of channel, as proposed to be improved.

On this drawing is shown (outside of Rosslare Point) the line of the crest of the barrier bank which surrounds the deep channel to sea, and along the north and south flanks of that barrier ridge, I have traced out lines of guide walls or breakwaters to confine the stream of ebb and flood tides within the deep line of present channel and former navigation, and to cut off all lateral swashways, and prevent drift and other sand passing into or across the natural line of channel, and thereby to restore the deep entrance which existed at the beginning of the century.

These latter works may occupy much time to complete; but every step in the work will prove useful, and with patience and perseverance, the great object would be obtained. The greater portion of these guide walls or breakwaters lie in very shallow water, and so far would not cost much; and as they are drawn on an axis of accumulation, as pointed out by the soundings, natural action would probably heap up sand and loose materials to strengthen the work of art.

The most pressing portion of this work I conceive to be the north shore, at the entrance opposite to Rosslare Point, viz., from the low-water mark at Raven's Point on the sea-shore, to low-water mark on the harbour shore,† and this portion, being connected with the land on the north side, would not be expensive, but requires being fixed in the best direction.

† See line S. D. on Plan, No. 1.

Three buoys in one line,‡ and marked green, show what was the sailing course over the east bar with 16 feet water, as obtained from a map of Wexford Harbour, as published in 1811 on the county map.

‡ R. R. Plan, No. 1.

DRAWING, No. 2.

This drawing exhibits, 1st. The section of the present channel from Wexford Bridge to Rosslare Point, and thence through the Hantoon Channel to 22 feet water in the South Bay, and the yellow line of 11 feet water shows the extent to which Mr. Farrell proposes to deepen that line of navigation, and to effect which it will be seen that dredging must be carried over a great length of channel, viz., 7,000 yards; but beyond 11 feet, deepening would be no farther practical from the great quantity of stuff which would be required to be removed, as the lines drawn at the respective depths of 14 and 18 feet will readily show.

2dly. A section of the present line of channel from Wexford Bridge, for a distance of 1,600 yards; then of a straight cut, 2,500 yards, to the Coal Channel, thence along the Coal Channel to Rosslare Point, and thence to sea by the old and deep channel, in a direction E. by S. to deep water at sea; and it will be seen, that though on the 11 feet line (also shown in this section), the amount of dredging would be greater than by the first section, yet that on the 14 and 18 feet lines a great depth would be easily obtained at a very little expense; indeed as already existing, excepting always on the length of the new cut.

The cross section A. B. shows the Hantoon channel as now existing, with a space coloured yellow, to which Mr. Farrell proposes to deepen it. The cross section C. D. shows the main channel to sea, as now existing, about half way between Rosslare point and the bar; and these two cross sections are placed in juxtaposition for the purpose of comparison.

DRAWING, No. 3.

THIS is a copy of that part of the original survey of Captain Frazer's (of 1843), which extends seaward of Rosslare Point, embracing the deep and broad seaward channel of the navigation, $1\frac{1}{2}$ mile in length, and embracing also the sandbanks which encompass that channel on three sides.

On this drawing the water of 12 feet depth and upwards, both inside the barrier sands and outside, are tinted blue, to show the extent of the same and the intervening shoal grounds, and on these last contour lines are drawn and coloured, to show the configuration of the banks at low water, and at two, four, six, and eight feet below it, with a view to point out the positions or sites where the greatest and least tendencies to deposit exist, and a dotted line marks, the ridge or crest line of the encircling barrier bank from Rosslare Point to Raven's Point, nearly three miles in length, and across which the tide ebbs and flows. The sectional area of which waterway, at time of low water, is about three times greater than the sectional area of the navigation at Rosslare Point and Raven's Point, cross sections of which are also shown on the drawing, and point out the importance of confining the present waterway over the barrier bank to about one-third of its present sectional area, and of stopping up all the lateral swashways by breakwaters to the extent coloured red on the section, with the object of directing the energies of the tide in the prolongation of the deep channel direct to sea, and thereby restoring a navigable depth over the east bar equal to what it was in 1810, when there was 16 feet water; and at an earlier period, when a frigate was able to enter the harbour, the sailing course of which deep entrance over the bar is shown on Drawing, No. 1.

(signed) *James Vetch.*

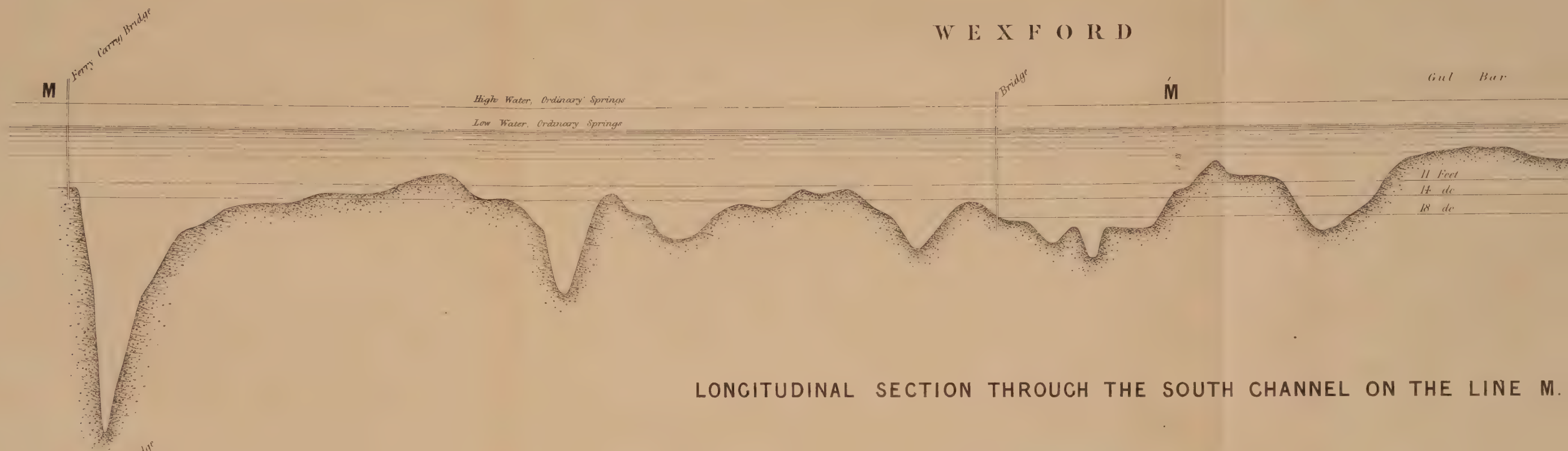
Harbour Branch, 13 January 1855.

To accompany Capt Veitch's Report, dated, 13th Jan^y, 1856.

WEXFORD HARBOUR.

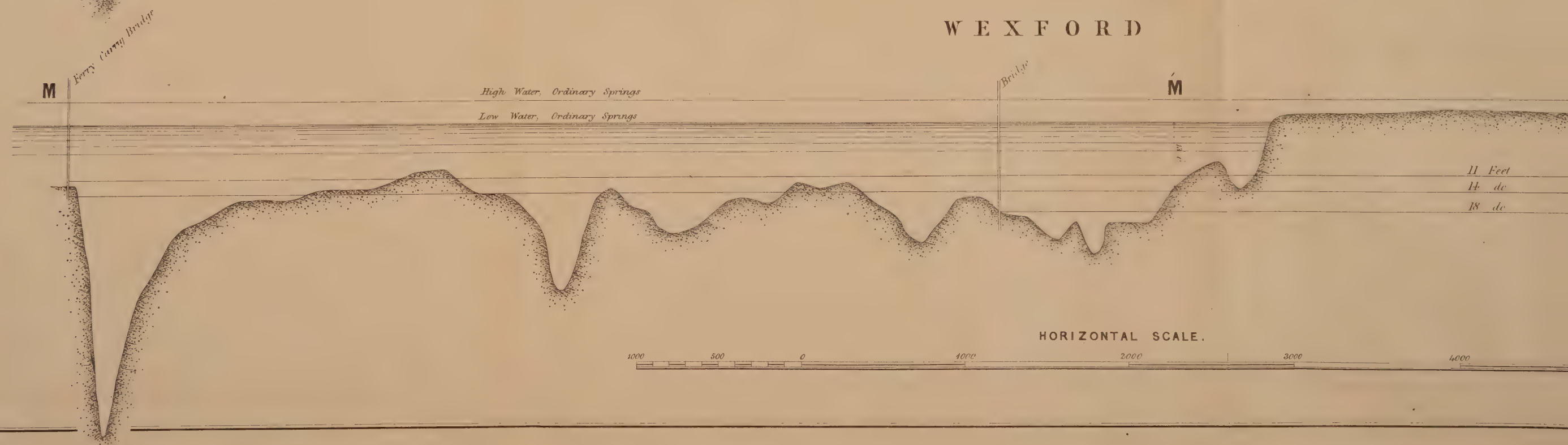
LONGITUDINAL SECTION THROUGH THE NORTH CHANNEL ON THE LINE M.

WEXFORD



LONGITUDINAL SECTION THROUGH THE SOUTH CHANNEL ON THE LINE M.

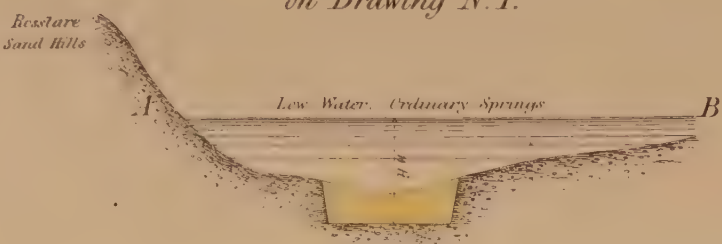
WEXFORD



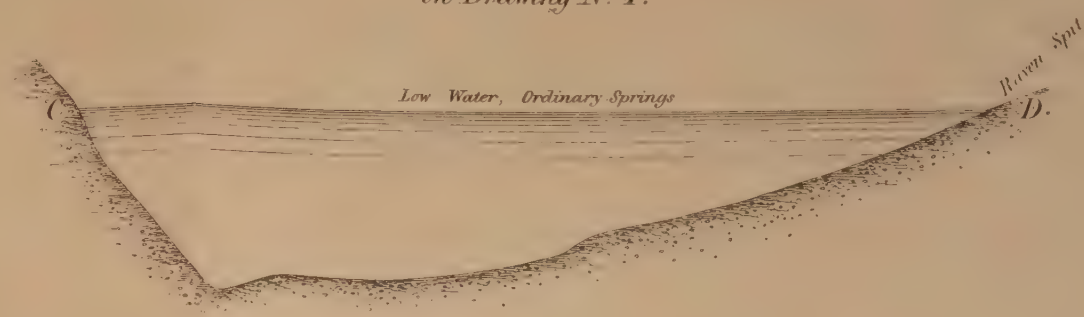
DRAWING N^o 2.

To accompany Capt Vetch's Report, dated, 13th Jan^y, 1856.

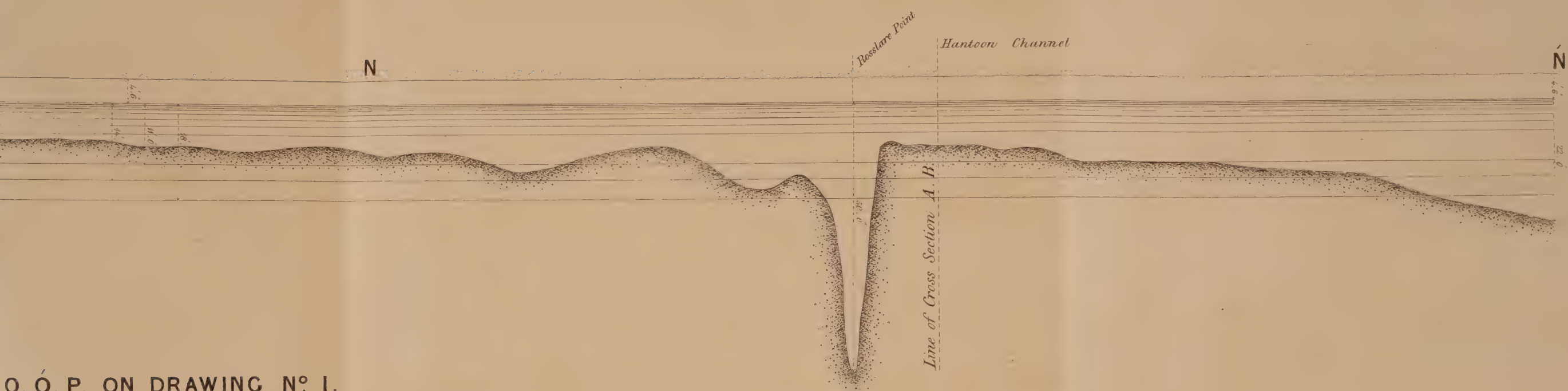
CROSS SECTION OF HANTOON CHANNEL,
on the Line A.B.
on Drawing N^o 1.



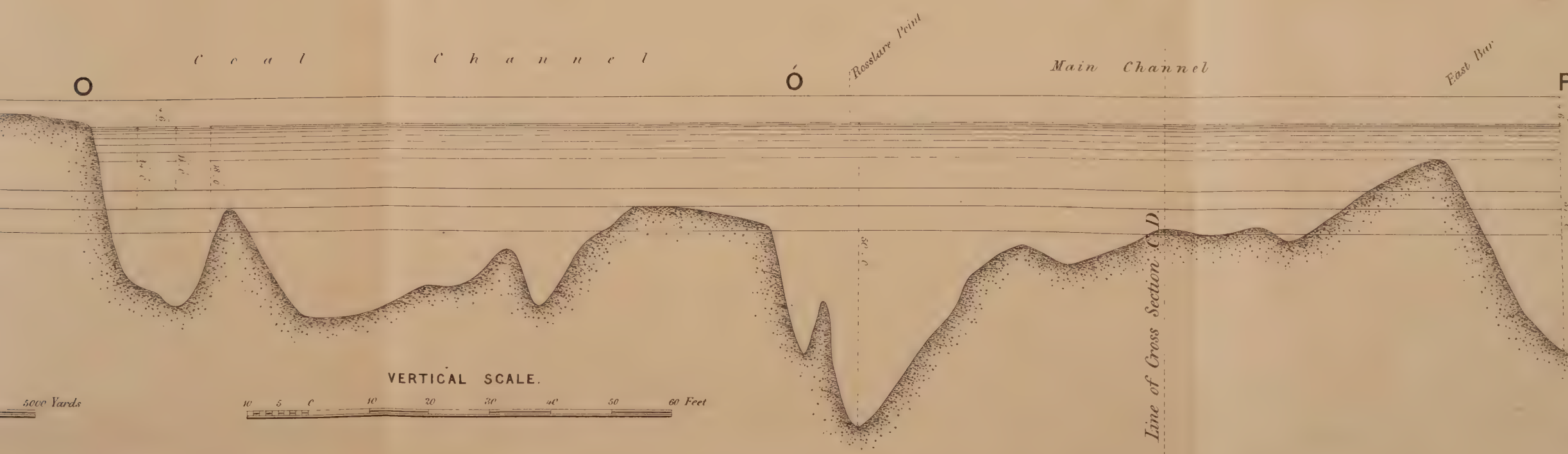
CROSS SECTION OF MAIN CHANNEL,
on the Line C.D.
on Drawing N^o 1.



N. N. ON DRAWING N^o 1.



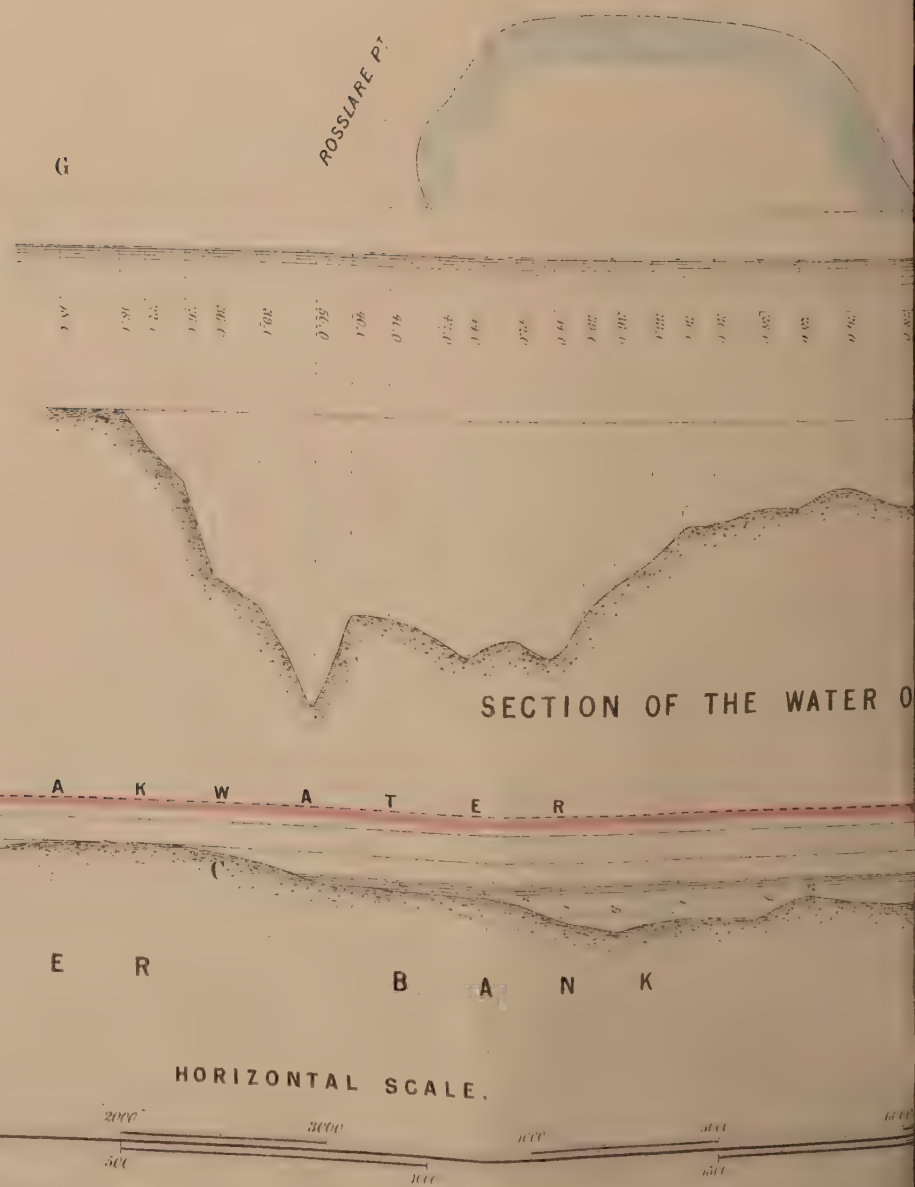
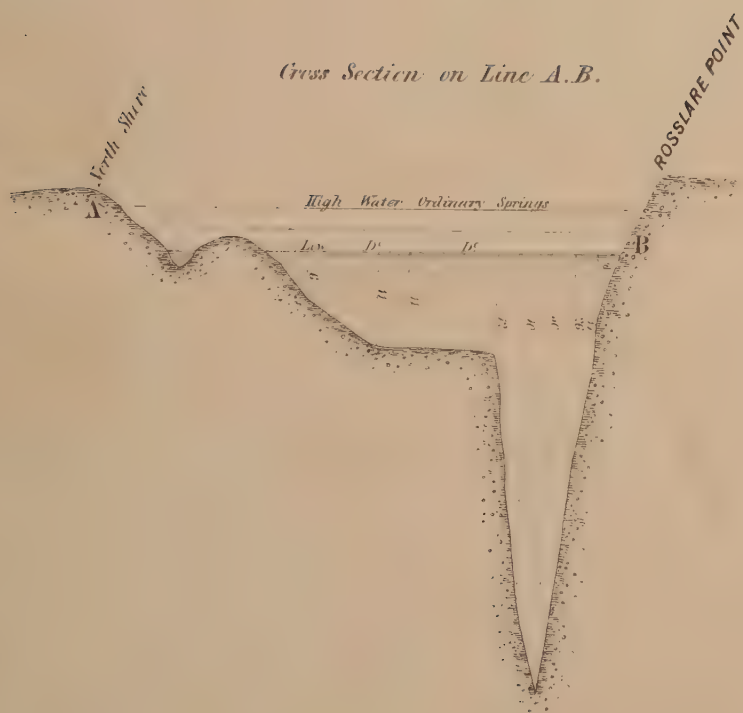
O. O. P. ON DRAWING N^o 1.



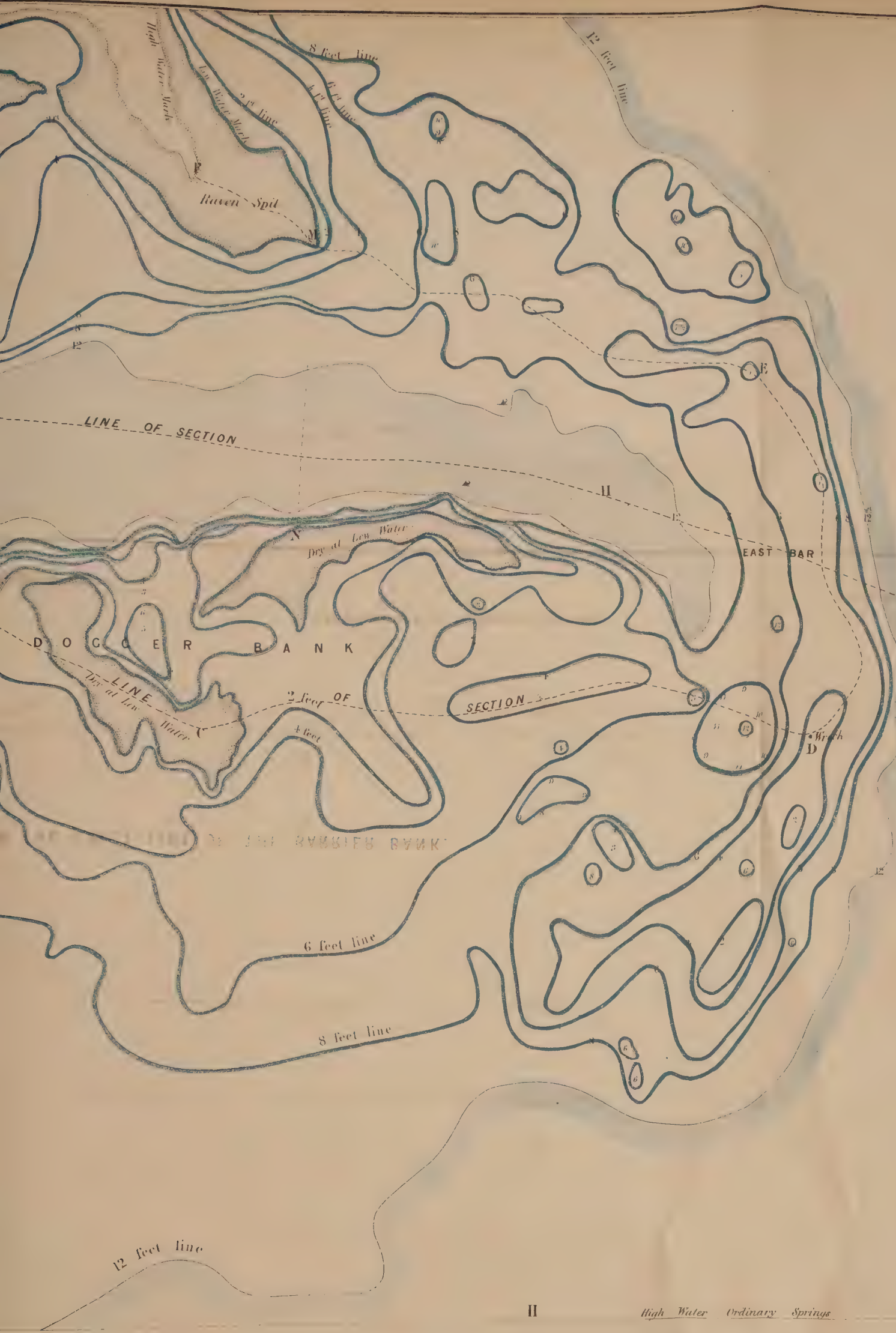
WEXFORD HARBOUR.

Sectional Area, at Low Water, on the
Crest of the Barrier Bank 67,100 Square feet (on line BCDEMF.)
Sectional Area, at Low Water, across the
Entrance of the harbour at Rosslare Point 26,700 d. (on line A.B.)

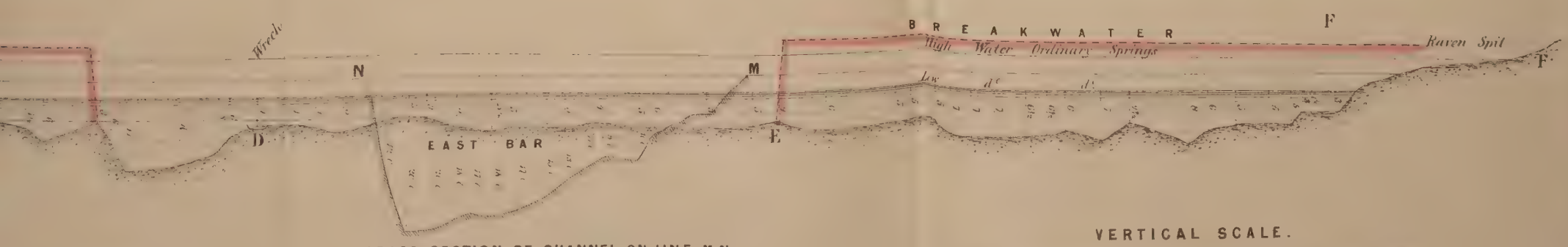
Lines of equal depths are shown by black lines to which are attached
their respective depths, at time of Low water; viz. 2, 4, 6, 8, & 12 feet, thus



To Accompany Captain Vesich's Report, Dated 13th January, 1856.



THE CREST LINE OF THE BARRIER BANK.



Scale as 1:88.

WEXFORD HARBOUR.

COPY (with Plans annexed) of the REPORT
of Captain *Vetch* to Admiral *Beaufort*, on the
IMPROVEMENT of the HARBOUR of *Wexford*,
dated the 13th day of January 1855.

(*Mr. George.*)

Ordered, by The House of Commons, to be Printed,
20 June 1856.

[*Price 2 s.*]

300.

Under 8 oz.

